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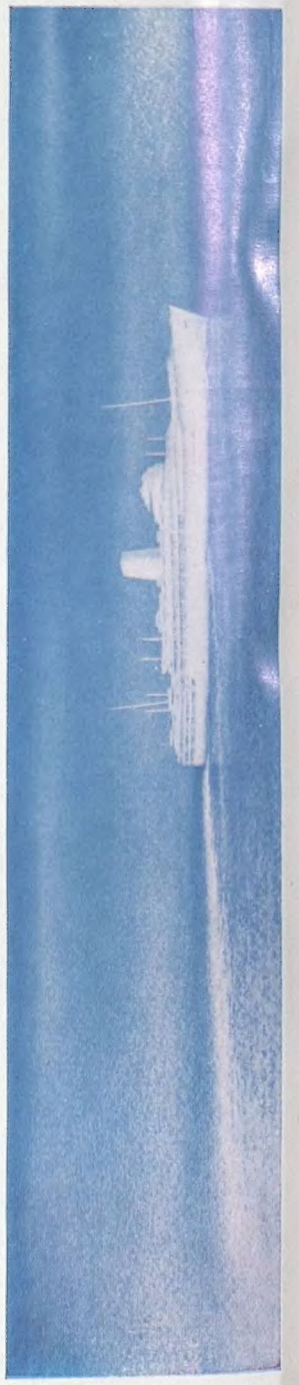

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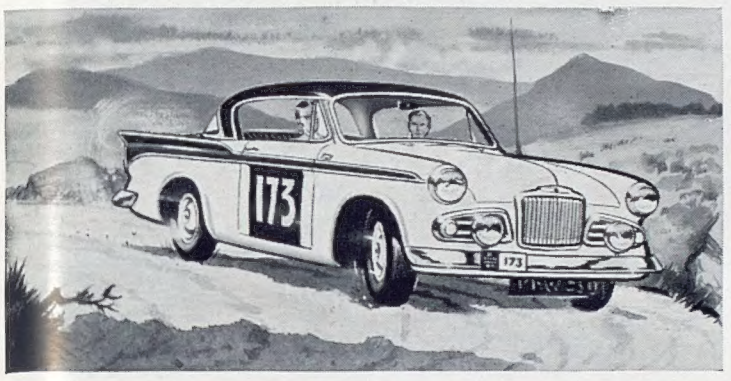
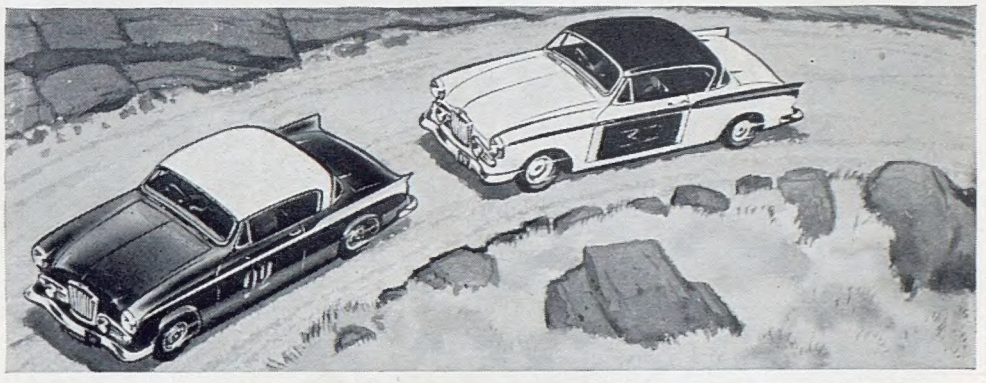
RECORD-BREAKING RALLY WINS for the SUNBEAM RAPIER

A Coupe des Alpes, outright wins, team prizes and triumphs in many important international events. Such is the impressive list of motoring honours already 'under the bonnet' of this truly remarkable motor-car, the 1½ litre Sunbeam Rapier.

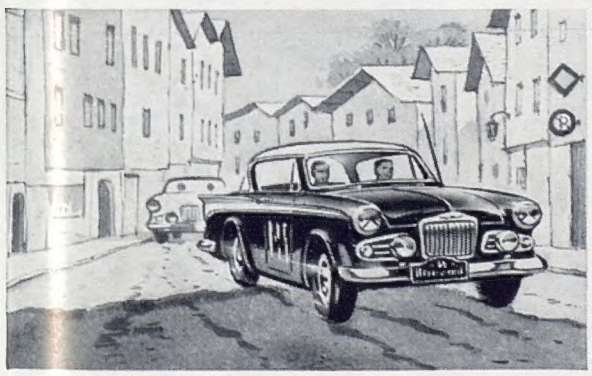
First British car in the Monte Carlo Rally for the second year in succession. Finishing unpenalised after 2,000 gruelling and hazardous miles, Sunbeam Rapier completed the double by again winning the Stuart Trophy.



A Sunbeam Rapier, making its competition debut, won outright Britain's 'toughest ever' international R.A.C. Rally. After 2,000 miles of snow and icy roads, Sunbeam clinched its victory with a magnificent performance in the final manoeuvrability tests.



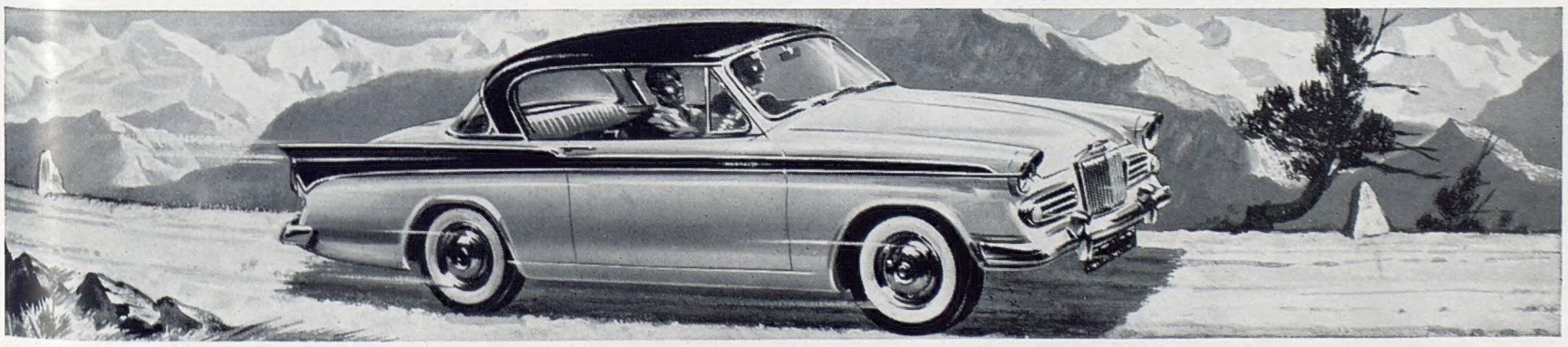
In the gruelling 4-day Circuit of Ireland's International Rally, which led competitors from Belfast to Tramore, Killarney, Londonderry and Bangor, two Sunbeam Rapiers took 1st and 2nd places in the popular 'closed car over 1300 c.c. class'. The winning team was J. E. Dowling and C. J. Atkinson; John Peile and R. Bell drove the other successful Sunbeam.



The Vosges, Jura and Auvergne mountains and the French Alps were in the route of the six-day Dutch Tulip Rally. Three works-entered Sunbeam Rapiers were awarded the coveted manufacturers' team prize.

More glory for two Sunbeam Rapiers in the '58 Scottish Rally: 1st and 3rd places in the up-to-2600 c.c. class for modified touring cars.

2,600 miles of incredibly narrow, twisting mountain passes make the Alpine Rally one of Europe's toughest motoring events. A Sunbeam Rapier arrived unpenalised at Marseilles to win a class victory and a coveted 'Coupe des Alpes.'



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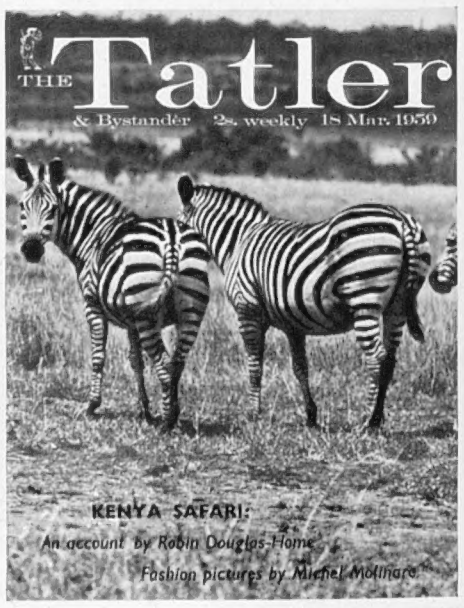
The March 18 issue includes: **KENYA SAFARI:** *Michel Molinare photographs summer fashions in East Africa and Robin Douglas-Home describes a modern safari.* **SLUMMING ON THE STAGE:** *A photographic feature in "The Tatler's" "Controversy" series by Alan Vines and Alan Roberts.* **I TRIED TO SEE 'COSI FAN TUTTE':** *Fay Hall gives an amusing account of an abortive visit to the Salzburg Festival.* **MOTORING:** *When a wife tries out a car—by Gordon Wilkins.* **COUNTER SPY:** *"The Tatler's" shopping sleuth reports where a girl can find some luxury presents for a man.* **SOCIAL NEWS:** *"Jennifer" reports from Monte Carlo and Cheltenham.* **DINING IN:** *Helen Burke says the secret of exciting eating is in the shopping.* **TRAVEL:** *Doone Beal discusses holiday planning in the "off season" and "high season."*



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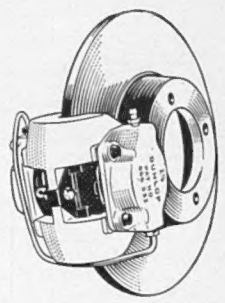

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Volume CCXXXVI No. 3077

The SPHERE, London, March 21, 1959

The SPHERE

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ACCLAIM FOR GENERAL KASSEM IN BAGDAD—HE STANDS ON THE ROOF OF THE DEFENCE MINISTRY TO ACKNOWLEDGE THE CHEERS FROM THE VAST CROWD BELOW: The Prime Minister of Iraq was making one of his first public appearances after the news of the outbreak of a revolt against him in the north of the country. A few days later reports indicated that the uprising, led by Colonel Shawaf, had been put down. The Colonel himself was stated to have been killed.

At the beginning of this year it was apparent that all was not well with the Kassem Government of Iraq, which seized power by murdering the King and Nuri-es-Said in July 1958. A fortnight ago the crisis came to a head. A Colonel Shawaf was reported to be leading a revolt against General Kassem in the area of Mosul. The insurgents had made the radio station one of their first objectives and for two or three days the world listened to conflicting claims emanating from Mosul and Bagdad. Soon, however, it became clear that Kassem was gaining the upper hand. Mosul was bombed by rocket-carrying aircraft. Early this week, foreign correspondents were shown the wrecked headquarters of the rebel high command in Mosul. Shawaf and three of his colleagues were said to have been wounded. According to Kassem's spokesman, the Colonel was later killed while attempting to reach Syria. Order appeared to have returned to Iraq, but for how long was a matter of speculation. From outside the country, in the U.A.R., President Nasser made a series of speeches violently attacking Kassem, as an "agent of Communist Imperialism." (Further pictures from Iraq on page 428.)

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A London Newsletter

195-198, STRAND, W.C.2.

Labour's Blank-cheque Heaven—It is fair and right for the Conservatives to examine with infinite care the Socialists' pre-election policy statement, *The Future Labour Offers You*, and the Tory reply *Glossed Over* at any rate invites you and me to ask whether it is ungentlemanly to look a gift-horse in the mouth or mere common sense. A gift-horse (or a gift-house) may prove expensive to maintain. *Glossed Over* warns us in detail, if in approximate round figures, that the cost of the heaven Labour offers us, which they propose to pay for out of our increased productivity, may well cost us in rates and taxes more than £1,000,000,000 a year. The gamble on vastly stepping-up production is certainly a long-odds bet. Since 1948 production has increased by over 30 per cent. To-day competition is keener, markets stiffer. Then, again, the hopes of their doing the miracle contrast strangely with their expressed fears of balance of payment difficulties to come. The costs assessed by the Tories of acquiring controlling interest in the largest, most vital industrial concerns and in municipalising rented houses, are too astronomical for my poor brain to take in; but smaller annual outlays would include £120,000,000 more than Tory budgeting for national superannuation; undeveloped areas relief £100,000,000 more; education £250,000,000 more; health expansion and reliefs £240,000,000 more. And if personal savings fell away, then "Budget surplus" saving, to take its place, would cost another £1,200,000,000 in increased taxation. Big figures, and very controversial accountancy, no doubt, but General Elections are won or lost on crudely-drawn pictures of "big and little loaves," exaggerated or minimised in size, and certainly *Glossed Over* must give many a wobbler furiously to think.

Nyasaland—The proofs supplied by the Governor of Nyasaland as to the existence and intended immediate execution of a plot to massacre Europeans seems to have convinced all but those who will never be convinced, that the security measures, taken just in time to thwart it, were necessary and were by no means too drastic. Drastic as they were and dreadful as were the consequences, they were carried out with restraint, and guarantees were given of the right of legal appeal by those arrested as soon as law and order were restored. It is a time for calm thinking and re-thinking, not only by party-political critics of Government Colonial policy *en bloc*, but, above all, by the people of Nyasaland. All must ask themselves if the Federation is worth saving, and what it is worth to Nyasaland *vis-à-vis* other solutions. Clearly, it cannot be preserved by coercion of the natives. As clearly, law and order and discipline must be preserved rigorously in the interim for the sake of all concerned. The ideal of a state composed of many races is not based only on economic advantages. It is in being because any other solution has intolerable disadvantages, such as continual white domination (as in South Africa) or black independence (as in Ghana) and in either of these the minorities must come off worst. Can federation preserve their liberties? Can any other solution do that better? We in Britain can only try to convince them; we cannot coerce them into acceptance, but only try to maintain order pending decision. If reason, dissemination of facts and the nailing down of subversive rumours can do it, it will be done. If it fail, then the whole concept of this Federation will be killed. The other partners may well contract out, and then a great experiment in Colonial democracy will have failed and all be in the melting-pot again. Britain is directly responsible for these Protectorates and is a trustee of the rights and liberties of all the Africans in the Federation. With patience it may yet be possible to persuade the cooler-headed leaders that Britain has a good record in safeguarding minority rights, and that at this juncture no other solution (economics apart) offers an equal chance of protection for Nyasaland. Meanwhile, law and order must be maintained. That alone can make calm reflection possible. No critic can this time accuse the Government of taking up too extreme and obstinate views at the start, doomed later, after tragic losses, to whittling down.

Spring Fever—Not long ago, I compared the urge for independence, sovereignty, the overthrow of alien domination and any sort of control, in a word, the fever of nationalism or mere light-hearted kicking over the traces—call it what you will—I compared these manifestations which bedevil ordered existence all the world over, to moles on a lawn. You may gas a few, trap a few, but you can never cure the plague until moles have got all the worms they want or until find and deal with the main run which brings the trouble Till then, and it takes a deal of time, new mole-hills spring for ever up where you least expect. And so to-day and has been so for years. There is no fever contagious. The urge to be free—whether the aim disciplined freedom or mere licence—long since ca the post-war world and shows no sign of dying down. world's lawn is infested with underground moveme and no sooner is one cleared than another breaks All quiet in Cyprus? Perhaps. Not so quiet in Nyasala Uganda, Kenya, Northern Iraq, Beirut, the Sudan, Sc Tyrol, Algeria, Indonesia, Tibet, South America, Sc Africa, Ghana. All quiet on the home front? In vital industries the past decades have shown that un ground movements against all forms of autho (employers or union leaders) have played havoc with prospects of increased productivity, and that in field the worms are no nearer exhaustion. The more moles eat, the more they find to chase. The recent st at Ford's over the employment of a non-union mar itself settled nothing and resulted in great loss and ha ship to many thousands not directly involved. It certa showed the power of shop stewards and the loyalty of t following to obey them without question and with reasoning. It showed also the waning authority of Unions as a result of drift and hesitation in coming to g with the recurrent problem raised by the Trade Un ideal of 100 per cent. membership, a problem enti outside the responsibility of employers, and rightly judged.

Recession? Pooh!—I have never ceased marvel at the inaudibility of the voice of caution si the H.P. restrictions were lifted and Government bless given to go-as-you-please on the "never-never." No in authority seemed to remember the lessons of American recession or to dream that any political ev or unforeseeable economic snag might very quickly f us as a nation caught short. Yet another Suez, anot Berlin, any sharp disappointment in our optimistic be that we can expand our foreign trade and cure unempl ment, are not to be ruled out in our present world home situation. Now a faint whisper of warning doubt is to be heard from a conservative finance corpo tion in the car industry. The lifting of all restrictions led to keen competition among finance houses and serious lowering of safety margins: 10 per cent. co with the balance spread over four years or more, is be lightly accepted, and the most conservative firms drawn into such risks for very survival under keen co petition. Inevitably this must lead to an increase in b debts in the business, and there are other business dealing in houses and furniture and gadgets of all kin which are just as susceptible to a possible recessi Not to speak of innumerable individuals caught w majority debts and mortgages on property they have u and hardly begun to pay for. What historical justificat has suddenly been discovered to discount the possibility in recent decades a strong probability—that such unforeseen snag is ahead, that the all-clear is sounded along the line? *I* see the world's pot as much on the b as ever it was. I suppose I am a cowardly, unpatrio pessimist.

Budget Forecasts—Mr. Gaitskell, duri his Opposition "meet-the-people" tour, forecast "easy" Budget. He believed that there will be su stantial cuts in purchase tax. April is not so far away an as usual, the prophets are all spouting. The Chancell if he listens to all of them, must find confusion worse co founded in his search for a right judgment in the diffic decision of how best to please the electorate and bene the national economy. Some experts tell him not to wor about trifles and sideshows, but to knock a shilling income-tax, and thereby please the poorest and t pensioners and stimulate investment. Others say he w please more electors if he concentrate on slashing purcha tax. It all depends on what commodities he selects f release from taxation. From a personal and selfish poi of view, I fancy I should derive more benefit from cheap tobacco and liquor than from a trifling easement of incon tax. A moderate pipe-smoker, I spend to-day as much these vices as I should save on 6d. off income tax. Whe I started smoking, an ounce a week cost me about £1 year. To-day the same brand and the same consumptio costs me nearly £12 a year. What liquor I buy is large altruistic and for hospitality, but it is expensive enoug The £1,000-a-year-man receives a trifling enough reli from 6d. off income tax. But purchase tax on tobacco an spirits are about the last which a Chancellor would sacr fice. They are far too valuable harvesters. To free ca and all the household electrical gadgets which all abo the poverty line regard as essentials to-day, would brin no relief at all to the lowest income group who do no soar to these necessities. When Chancellors in April last let their cats out of the bag, we reward their labou over months of gestation by commenting on the simplici of their decisions. A child could do it, we say, after a hour's reflection! It 's not as easy as all that, least of a on the eve of a General Election, and *this* Saul is not among the prophets.

A STEEPLE ON ITS WAY TO ITS CHURCH BY ROAD: Moving slowly through Epping on its journey from Rainham to Harlow, in Essex, a lorry carries a 75-ft.-long steeple made of copper. This was made at Rainham and was destined for the Church of Our Lady of Fatima being erected in Harlow New Town. There is also a new Anglican church in Harlow.

DRAMA IN THE ENGLISH CHANNEL: Off Start Point, the minesweeper *Jewel*, with hoses spraying water from her bows, steams towards the burning German motor-vessel *Vormann Rass*. In the foreground is another minesweeper, *Acute*, and on the right the tug *Superman* from Devonport. The German freighter caught fire in her engine-room while on a voyage from Hamburg to Northern Ireland. Firefighters from the *Jewel* were landed by a helicopter from the R.N. Air Station, Culdrose, on board the *Vormann Rass*. With their help the crew got the blaze under control and *Jewel* started to tow the merchant ship to Plymouth. Earlier, a French trawler, *Notre Dame des Anges*, took off eight of the crew.

Founder's Day ?—When I was an undergraduate at Trinity College, Oxford, I regularly joined in prayer in chapel for "Sir Thomas Pope, Knight, our founder, and the Lady Elizabeth, his wife, deceased." They had "deceased" four centuries back. Over the doorway to the hall was set a larger-than-life statue of our founder which, with much of the stonework in the Quads, had crumbled away with the centuries. A new one—a replica—has been commissioned and (as noted in the *Daily Telegraph*) the sculptor offered the College authorities two alternative stones—Clipsham, guaranteed to last 500 years, or Millstone Grit, more expensive but twice as durable. The College Fellows plumped for economy, arguing that 500 years was as far ahead as they were required to "budget" in the College's interests . . . and the founder's. So Sir Thomas is assured of 900 years of spiritual aid to his memory and, of course, of prayers for his soul and his spouse's soul. There are several portraits of Pope, in the President's lodging and the hall; at Wroxton and at Tittenhanger; and, *apropos* the replacement of the stone statue, I suppose the Fellows *might* have argued that even four centuries or so of constant prayer and the display of images in stone and paint are as much as any founder had a right to expect from posterity, without guaranteeing him another 500 years minimum. Many a worthy, no less eminent than Pope, has passed out of posterity's memory, leaving no trace, in less time than that. If the Popes did Trinity well, Trinity has amply repaid the debt in idolatry.

Gilbert and Sullivan in Danger?—In 1961 Gilbert's copyrights in the libretti of his operas expire. Sullivan's music copyrights expired in 1949, fifty years after his death. Two enthusiasts for the operas and for the integrity of their production in the rigid tradition enforced by Gilbert and maintained by D'Oyly Carte, have spent years on a monster and world-wide petition to Parliament praying exemption for these national heirlooms from copyright laws for all time. Miss D'Oyly Carte and many of the regular actors are said to be among the signatories. I suppose Parliament *has* the power to make this exception. I doubt if it would exercise it. It would open a door so wide that it never could be locked again. Sullivan's music has survived ten years of "free-for-all." It is a deal better than any alien "improvements" on it. Sullivan's genius wedded to Gilbert's wit and unique libretto-craft was (in art at least) a marriage so happy that no man can put it asunder. They are one and indivisible; and, incidentally, Gilbert's tyrannic tradition has constantly been modified to meet modern trends, tastes and competition, especially in those few passages which are politically dated and meaningless to audiences to-day. There are always in every generation exuberant men who believe they can do better than the next man, could, if allowed, put the world right socially, politically, artistically; in a word, paint the lily and "vastly improve" its appearance. Some have tried their hand on Jane Austen, some have touched up the Old Masters, painted Vermeers better than Vermeer could (and hazed the experts, too). I am reminded of Pélissier's "potted plays"—much shorter than the originals and "vastly improved, too." On the whole, masterpieces by a single hand are proof against improvement, and masterpieces welded together by the united genius of two masters are doubly proof. I doubt if any genius will improve, or any know-all destroy, Gilbert and Sullivan's operas; and I expect Parliament will follow Melbourne's advice: "Why not leave it alone ?"

House-Hunting—The experiences of my friends in search of smaller houses in which to live and die make me wonder whether in all England there exists a house over thirty years old which an honest surveyor would dare recommend as a reasonable proposition. An honest surveyor who realises his heavy responsibility, is a man who acknowledges frankly that his reports read like coroner's summings-up. The catalogue of mortal dangers he discovers in every house he surveys suggests that it only awaits a high wind before falling down or a heavy shower before the water seeps in from roof and foundations and floats the wreck away. And yet these condemned dwellings are continuously occupied by civilised beings and appear to afford happy, cultured family life. It seems that everyone of them is deficient in dampcourses, sick with beetles and woodworm, lop-sided by foundation subsidence, suffering from floorboard decay, jamming of sashes, rusting of metal window frames, perishing water-tanks, furred pipes and inadequate drains. Yet they change hands and at quite good prices, if they are of convenient size. Of course, if they have ten bedrooms they are a drug in the market, however much money the owner may have poured in to modernise them in recent years. I don't wonder that a house of the right size built two or three years ago may command a fancy figure up to £15,000. I do wonder that any owner of the five- to six-bedroom type, however charming its setting and sweet its outward aspect, if that house be as much as thirty years old, has the cheek to ask as much as £7,000 for his colony of beetles and worm, his structure of rust and rot and lop-sided fabrics, which he calls a desirable residence. He does so, however, and gets away with it, and sometimes the purchaser passes it on at a profit. Perhaps surveyors are born pessimists and creaking doors go swinging on for decades after condemnation.

Car-Happy Police—The problem of parking and the added congestion of traffic by the use of private cars in London no doubt justify all official efforts to discourage their use in Central London. Sometimes I think the police are a little too car-happy (and even Gestapo) in the practice of driving offending cars away. As an example, a week-ender stopped to make a quick purchase at Harrods on his way to Sussex. He parked his car beside six others in a regular parking-place behind the great shop (having been directed to the site by a policeman in the Brompton Road) and returned within seven minutes to find it gone. The other six cars were *in situ* and locked. His was not locked. (Not that that precaution would have balked the police in their efforts to discourage private motorists.) After telephoning the police at Chelsea, he was advised to try somewhere off the Harrow Road for his missing vehicle. There it was, politely enough and without checks, handed back to him and he reached his home three hours late for luncheon. He was perhaps entitled to ask of Authority: why pitch on me ? There were seven offenders (or none), and six of them had worse records for dalliance than had the police victim.

THE OLD STAGER

IN NEXT WEEK'S ISSUE
THE COLOMBO PLAN IN ACTION:
THE STEEL PLANT AT DURGAPUR
A Seven-page Section, Fully Illustrated, With Descriptive Article by "The Sphere's" Industrial Correspondent. Introductory Messages have been contributed by Lord Home, Secretary of State for Commonwealth Relations, and Mrs. Pandit, High Commissioner for India in London.

RIVAL VIEWS ON GENERAL KASSEM: Crowds in Damascus demonstrate against the Kassem regime in Iraq, alleging the Bagdad Government to be Communist. *On right*—A portrait of Kassem has the place of honour in a procession through Bagdad. The suppression of the Shawaf revolt in Iraq increased the already grave tension between that country and the neighbouring United Arab Republic.

REVOLT IN IRAQ

Support for Kassem in Bagdad and Opposition from Over the Border

On right—

A "MARTYR" IN THE LOYALIST CAUSE: The portrait being paraded through Bagdad is of Kamil Kanzanchi, a publicist. He and another "loyalist martyr" were reported to have been killed while fighting the rebels in Mosul. The funerals of the two men were the occasion for monster pro-Kassem demonstrations in the capital. During and after the Shawaf revolt the rival military cliques of Egypt and Iraq engaged in a slanging match on a grand scale. Nasser in no less than five speeches of vituperation accused Kassem of such offences as heading a "Communist terrorist regime directed against Arab Nationalism." Kassem, not to be outdone, linked Nasser with the old landlord class, Zionists, Western "Imperialists" and "foreign oil companies" in causing the Shawaf rebellion.

DEMONSTRATION OF LOYALTY: A dense throng presses round the white-topped vehicle in the centre carrying General Kassem into the Ministry of Defence in Bagdad. Very soon afterwards the Prime Minister appeared on the roof of the building.

CELEBRATING THE END OF THE REVOLT: With the inevitable portrait of Kassem, citizens of Bagdad cheer from a lorry on hearing of the defeat of Colonel Shawaf. Last Monday there were ominous reports from both Iraq and Syria of incidents on the frontier.

ARRESTED AFRICANS: *Left*—An armed soldier stands guard over seven men, said to be ringleaders of a gang involved in plans to terrorise the tea-growing districts of Mlanje, Nyasaland. *Right*—Two African policemen, armed with batons and wire-mesh shields, look through the broken windows of an Asian store, in Limbuli, in the Mlanje district. Security forces swept the area after armed Africans roamed the district intimidating workers. Some 500 men were taken by the security forces to the market-place at Limbuli, where the District Commissioner warned them against committing further lawless acts.

On left—
SECURITY FORCES: In the Mlanje district during the swoop on trouble-makers, an officer studies a report while a soldier sits at a portable radio receiver. It was later reported that trouble in the district had died down and that the situation was calm.

A LABOUR M.P. IN KENYA: Mr. Stonehouse talks to an African leader in Nairobi. Before returning to London to make a Personal Statement to the Commons concerning his eviction from Rhodesia, he visited a detention camp and a prison in Kenya. He brought with him letters alleging ill-treatment of prisoners.

ON PATROL IN NYASALAND: Security forces sit in a truck as they are driven through the Mlanje district. According to the District Commissioner, an organised plan to damage the tea factories was thwarted by the prompt action of the troops. Later, attention was focused on the Misuku Hills, in the Northern Province, where troops were mounting an offensive against the last pocket of African Congress resistance.

Security Forces in Nyasaland

A Growing Total of Arrests as Operations were Concentrated in the Hills in the Northern Province

As Lord Perth, Minister of State for Colonial Affairs, arrived in Nyasaland for his postponed fact-finding tour, it seemed in London that the Government had not changed its mind about sending a Parliamentary Commission to the Protectorate. This was despite renewed demands by the Opposition. In Nyasaland, the security forces, using Vampire jet aircraft, continued an offensive against the African National Congress. The total of arrests last week was 408. Resistance was concentrated in the Misuku Hills, in the Northern Province. Operating from the airstrip at Fort Hill, aircraft searched the difficult terrain. The troops combed the villages populated by sullen Africans, armed with spears and stones. Much confusion has arisen over grisly stories of plots of widespread assassination. The proscription of the African Congress Party was made on the basis of information about such a plot. This, according to Sir Roy Welensky, was hatched at the conference in Accra of the All-African People's Conference. The plan was worked out with the co-operation of a "Russian delegation." After the arrest of the splinter group, the Zambia African National Congress, in Northern Rhodesia, the Governor, Sir Arthur Benson, likened Zambia to the notorious "Murder Incorporated" gang of hired assassins in Chicago.

THE FIRST COMPLETE USE OF "THE SPIDER'S WEB"—THE NEW EMERGENCY DECK-LANDING SAFETY EQUIPMENT: A Seahawk jet fighter has been brought to a standstill on H.M.S. *Eagle* with the aid of a barrier of nylon elastic ropes stretched across the flight deck. It had been brought into use after the pilot of the Seahawk had discovered that hydraulic trouble was preventing him from lowering the plane's arrester hook, which is normally used to bring the machine to a standstill during flight-deck landings. The nylon equipment was rigged in 2 mins. 20 secs. and the aircraft made "a very satisfactory landing." The equipment consists of vertical nylon strips supported by jack-stays which are raised on stanchions at the sides of the ship. As the aircraft "engages" the barrier, unstretched nylon is drawn from two packs anchored one on each side of the deck. The elasticity of this rope arrests the aircraft.

"THE SPIDER'S WEB" SAVES LIVES

The Navy's New Emergency Flight-Deck Landing Equipment in Practical Operation

COMING IN TO LAND: As the Seahawk "engages" the barrier, the strips of nylon rope create a cushioning effect. One of the packs of undrawn nylon is on the deck close to the stanchion. This is understood to be the first time that an aircraft has actually "engaged" the barrier. On previous occasions the web has been made ready only as a precautionary measure.

On left—

AFTER THE PLANE HAD BEEN BROUGHT TO A STANDSTILL: Rescue workers and others rush to the Seahawk, which is still partly enveloped in the mass of nylon ropes. The incident occurred while the aircraft-carrier *Eagle* was cruising in the Mediterranean.

THE NEWS IN PICTURES

THE ARRIVAL OF MR. SUSLOV IN LONDON : The Secretary of the Central Committee of the Soviet Communist Party is flanked by Mr. Malik, the Russian Ambassador in London (left), and Mr. Julius Silverman, M.P. for Acton (second from right). Mr. Suslov arrived in a TU104 jet airliner at the head of a high-level delegation of Russian Deputies. *Left*—Mr. Suslov (right) and Mr. Malik (left) stand at the Memorial to Karl Marx in Highgate Cemetery. The delegation is on a ten-day visit to Britain at the invitation of the Anglo-Russian Parliamentary Committee.

INSPECTION AT A PASSING-OUT PARADE AT ALDERSHOT: Major-General R. A. Bramwell-Davis, G.O.C. Aldershot District, walks down the line at the parade at the Mons Officer Cadet School. Among those commissioned was the Hon. Brian Alexander, son of Field-Marshal Earl Alexander of Tunis. He was commissioned into the Irish Guards. Earl Alexander and Countess Alexander watched the passing-out parade.

FOUNDER'S DAY AT A FAMOUS PUBLIC SCHOOL: At Harrow, the boys doff boaters as they file past the headmaster, Mr. M. P. Sayers, during the Calling the Bill ceremony at the school. Founder's Day was celebrated at Harrow last Saturday. In the traditional match of Harrow football, the School drew with the Old Harrovians' eleven. There were eleven other games between Old Harrovians and House elevens, as well as a rackets match and a shooting match.

GIVING THE HATS TO THREE CARDINALS: In Rome, Pope John XXIII is seated on his throne in the Vatican. Being assisted down the steps in front of him is Cardinal Bueno y Monreal, Archbishop of Seville. Awaiting his turn to approach the Pope is Cardinal Fietta, the former Papal Nuncio in Italy, and behind him, Cardinal Cento, the former Nuncio in Portugal. The three Cardinals were among the twenty-three named by the Pope last December. But they did not receive their hats at that time. According to an ancient custom, they received their birettas from the heads of State of their countries. Their hats were bestowed during the public part of the consistory last week. In the secret proceedings the Pope assigned the Cardinals their titular churches.

A FAMOUS CONCERT PIANIST HONOURED: Mr. Benno Moiseiwitsch (left) is presented with a scroll by Mr. Leslie Boosey, Chairman of the Royal Philharmonic Society. The pianist was elected an honorary member of the Society "in honour of his great services to music for fifty years, and his superb artistry." The presentation took place at the Royal Festival Hall in London, where Mr. Moiseiwitsch was soloist in the Society's concert. He played Rachmaninov's *Rhapsody on a Theme of Paganini.*

THE NEWS IN PICTURES

AN EOKA MEMBER HANDS IN HIS ARMS: Carrying an automatic weapon, he arrives at the monastery at Kykko, near Nicosia. This was one of the centres where members of EOKA handed in arms last week.

A BARRIER COMES DOWN: Barbed wire is removed from the precincts of a police station in Nicosia. This is another picture indicative of the new spirit in Cyprus. By Monday last a large arsenal of EOKA arms had been collected. Colonel Grivas was expected to leave the island for Greece in the middle of the week.

NEW MEN IN SUDAN: Brigadier Mohieddin (*left*) and Brigadier Abdelrahim Shenan (*right*) are two of the new members of the Supreme Military Council, the Government of Sudan. At the beginning of this month they led their units into Khartoum and precipitated a Governmental crisis. General Abboud, the President, ordered all members of the existing Council to resign, and then reformed it with some new members. The crisis was apparently not caused by politics or religion, but by personal feelings of certain officers that their promotion to the highest rank was being blocked.

KING HUSSEIN IN FORMOSA: The ruler of Jordan stands with General Chiang Kai-shek, the President of Nationalist China, at the airport of Taipei. The King had arrived for an eight-day visit to Formosa, during which he was expected to inspect some of the military installations on the Nationalist Chinese stronghold near the coast of Red China. This was one of his first stops on a round-the-world tour which is to take him to the United States and to Europe.

THE UNITED KINGDOM TRADE MISSION IN GHANA: Third from left is Sir George Binney, Export Director of the United Steel Companies and head of the British Trade Mission to Ghana. At the top of the table on the right is Sir Tsiboe Darko, Chairman of the Tema Development Corporation. On the table is a plan of the Tema township scheme. The mission, consisting of eleven British industrialists and trade experts, is making a tour of Ghana and having discussions with Ghananian ministers.

PREPARING FOR MR. MACMILLAN'S VISIT TO WEST GERMANY: Dr. Adenauer talks in Bonn with Herr Willy Brandt, the Chief Burgomaster of West Berlin. The latter had come for discussions with the Federal Chancellor on the eve of Mr. Macmillan's arrival for his talks with the West German leaders. Herr Brandt reported to Dr. Adenauer on the latest situation in Berlin. The Burgomaster is a Social Democrat but, unlike the leader of his party, Herr Ollenhauer, he refused to see Mr. Khrushchev in East Berlin.

THE NEWS IN PICTURES

CYPRUS CELEBRATES THE END OF EOKA OPERATIONS: Carrying Greek flags, Greek-Cypriot students parade joyously through Nicosia. This spontaneous celebration occurred after the message from Colonel Grivas ordering Eoka members to lay down their arms. The order was distributed as a leaflet. Calling for unity and an end of strife, Colonel Grivas declared that he himself was " resolved not to mix in politics or in public life " and would " watch from afar " the developments in Cyprus. Arrangements were made for Eoka arms to be handed in.

EXILE IN TRIUMPH: Political prisoners from Cyprus are carried on the shoulders of the crowd which welcomed them to the island of Rhodes. Raising both arms in the centre is Argyris Karadimas, who is said to have held up a large security force in Cyprus and thus enabled Colonel Grivas to escape his pursuers. The prisoners, who had flown to Rhodes in a Greek military aircraft, were the first to be released into exile under the amnesty. They gave an undertaking not to return to Cyprus without permission from the Cyprus Government.

DAY TRIPS ACROSS THE CHANNEL WITHOUT A PASSPORT: At Southend Airport, the first party of passengers under the scheme board a Bristol Super Freighter aircraft belonging to Channel Air Bridge. The independent airline launched the scheme of excursion trips without a passport by air to France recently. The first party of tourists was taken by coach from London to Southend Airport and then flown to Calais. Day trips to France from England by sea without a passport have been popular for some time.

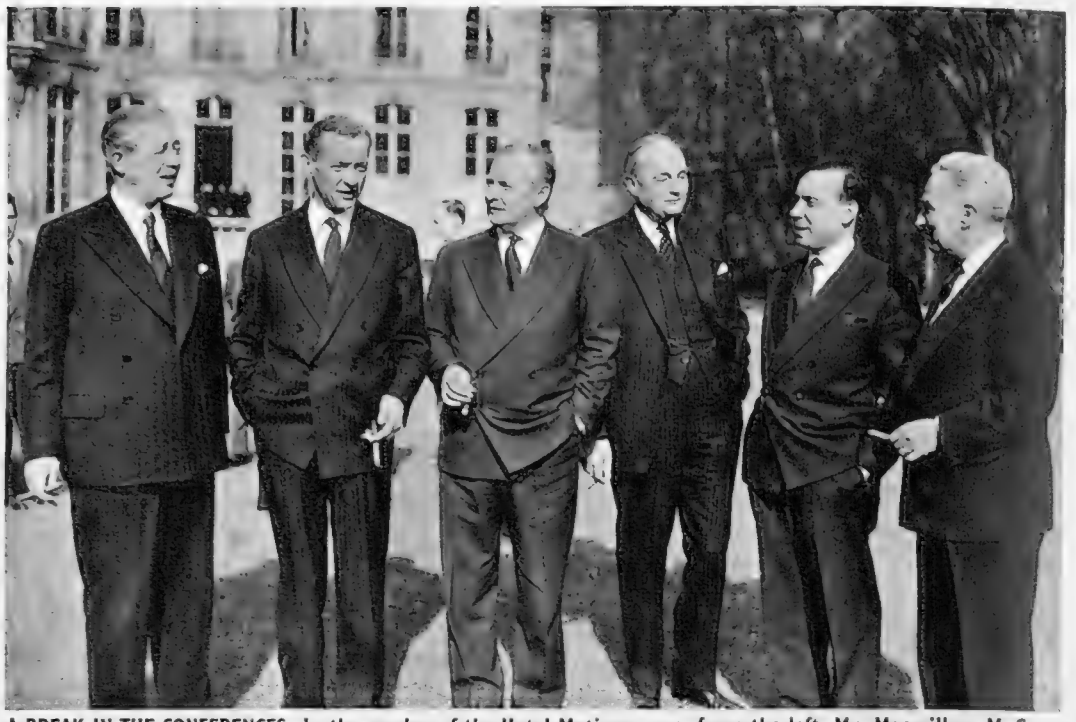
MARSHAL TITO RETURNS TO BELGRADE: The President of Yugoslavia and Madame Broz are welcomed home by the Marshal's son Misha and his grandchildren Zlatica and Joze. President Tito had just arrived in the Yugoslav capital at the conclusion of his three-month tour of Asia and Africa. Speaking to the crowd which gathered at the railway station, the Marshal expressed anger at the increasing Soviet campaign against his country. He himself had been silent on the subject for three months. No one should think he would be silent in the future.

A SALE OF DRAWINGS BY QUEEN VICTORIA: " Ruth Gleaning the Field of Boaz " is held up for auction at Sotheby's, in London. It fetched £60 and was one of three drawings by the youthful Queen Victoria in a sale last week. The other two realised £38 and £12. The Queen acquired the art of drawing in her childhood and, according to some authorities, it was a natural accomplishment. Richard Westall, R.A., one of her first instructors, expressed the opinion that given leisure to develop her talent she might become an amateur artist of the first rank. Some drawings by her of her elder children were etched by Prince Albert in the 1840s.

AT THE CHURCHILL EXHIBITION: Lady Churchill and her daughter Mrs. Duncan Sandys sit and study the catalogue during the private view of the Exhibition of Paintings by Sir Winston Churchill at the Royal Academy, in London. The show, which opened last week, can be seen until the end of May. Two pages of pictures in the Exhibition were published in the issue of " The Sphere " for March 14.

THE NEWS IN PICTURES

DISCUSSIONS IN PARIS: President de Gaulle comes to the entrance of the Elysée Palace, in Paris, with Mr. Macmillan. Behind them, from the left, are Sir Gladwyn Jebb, the British Ambassador; M. Couve de Murville, the French Foreign Minister, and Mr. Selwyn Lloyd. The British Prime Minister and Foreign Secretary spent two days in Paris last week, discussing their tour in Russia and future Western policy. Little official information was available about the talks but it was understood that French suspicions concerning British lack of toughness towards Moscow were allayed and that Mr. Macmillan succeeded in convincing the French that his stress on negotiations did not imply any weakening in the essential position of the West regarding Berlin and Germany. Before leaving Paris Mr. Macmillan said that the Anglo-French conversations had been extremely friendly and fruitful. After spending two days in London, he and Mr. Selwyn Lloyd set out on their travels again, this time to Bonn. Early this week they were due in Washington.



A BREAK IN THE CONFERENCES: In the garden of the Hotel Matignon are, from the left, Mr. Macmillan; M. Couve de Murville; Mr. Selwyn Lloyd; Sir Gladwyn Jebb; M. Debré, the French Prime Minister; and M. Joxe, Secretary-General at the Quai d'Orsay. The Paris talks started at the Hotel Matignon on Monday of last week.

A GREAT PHYSICIST'S EIGHTIETH BIRTHDAY: Professor Otto Hahn (left), the German Nobel Prize winner and President of the Max Planck Society, is presented at Gottingen with the Grand Cross of the West German Order of Merit by President Heuss. Professor Hahn split the uranium atom in 1938.

DEATH SENTENCE ON A NAZI: With bowed head, Erich Koch hears sentence of death passed on him by the Warsaw District Court. The former Nazi Gauleiter of East Prussia, who is aged sixty-two and chronically ill, had been charged with complicity in the extermination of over 300,000 persons in the wartime German-occupied Poland. His trial lasted four-and-a-half months. The verdict was applauded by the public in the court. Many present were relatives of Koch's victims.

PROTEST AGAINST A COMMUNIST-SPONSORED FESTIVAL IN VIENNA: Representatives from a number of Austrian youth organisations listen to a speaker at a meeting in the Heldenplatz, in Vienna. They had gathered to protest against the World Youth Festival planned to be held in the capital of Austria this summer. The festival will almost certainly be Communist in character. The symbolic placard depicts the sun blocked out by bars above the words "Hungary Yesterday—To-morrow Where?" The objectors say that as their country is neutral Vienna is not a suitable place for the Festival.

A CONTROVERSIAL MEETING IN BERLIN: Mr. Khrushchev greets Herr Ollenhauer, the West German Social Democrat Leader, in East Berlin. Afterwards Herr Ollenhauer said that they had discussed the future of Berlin, a German peace treaty and the question of a general European settlement. They had agreed that all problems must be solved by peaceful negotiation. The meeting caused angry criticism in the West Berlin Press, especially as Herr Brandt, the Burgomaster, had refused to visit Mr. Khrushchev. However, it was believed in some circles that Herr Ollenhauer may have acted as an emissary between Mr. Khrushchev and Bonn.

World Affairs

CONFUSION FROM MOSUL TO BLANTYRE

By JOHN CONNELL

AT the beginning of the third volume of his political reminiscences, covering the years 1929-1940, the late Leopold Amery put a quotation from Jeremiah: "The Prophets prophesy falsely and the priests bear rule by their means; and my people love to have it so; and what will ye do in the end thereof?" This sombre verse, and in particular the inescapable question with which it ends, has recurred again and again to my mind in recent weeks. We are watching now not the much-heralded beginning of the liquidation of the British Empire, but some aspects of the unforeseen end. They are proving to be thoroughly disagreeable. The process of building the Empire had its rough and unsavoury passages; but nothing, surely, to equal the squalor and the confusion of the demission of authority—the lies, the frigid callousness, the topsy-turvy morality.

Eleven years ago Sir Norman Angell remarked in a very outspoken book called *The Steep Places*, which won him the greatest disapproval in those liberal and progressive circles whose darling he had once been, "We are beginning to realise that the liquidation of an empire is no simple thing, and that done clumsily it may bring disaster on the world. It is not going to help that difficult process to be obsessed by a sense of sin about the Empire. The Empire was no sin and it will distort judgment and policy to pretend that it was. The government of one country by another is at best a very imperfect method of government; but like so many things in politics, it has, time and again, been the only alternative to something worse. When the Roman Empire went to pieces it was not followed by something better but by the Dark Ages. We don't want something equivalent to happen when the British Empire dissolves."

I have a habit of writing the name of the place at which, and the date on which I acquire a book on the fly-leaf. I see that *The Steep Places* came into my possession on January 3, 1948, less than five months after the end of the Raj in India, a little over three months before the sulky and precipitate abandonment of responsibility in Palestine. Since these two happenings, whose effect on my own political thought was very formative, we have seen the pattern repeated again and again in a dozen different places and a dozen different ways; and we daily and weekly witness some of its consequences. As the British Empire goes to pieces it is not being followed by something better. The singular fact is that there is still a large and vocal section of opinion in this country, whose responsibility for the process of withdrawal is great, which maintains stubbornly that what has followed is "something better."

A PRESS CONFERENCE IN NYASALAND: Sir Robert Armitage, the Governor, is seen with correspondents in Blantyre. When the trouble started in Nyasaland, he became a central figure in the latest outbreak of racial controversy in Africa. Sir Robert was Governor of Cyprus from 1954 to 1955.

The mandatory and immediate post-mandatory régime in Iraq was far from perfect, but was it not—judged by any sane standards—a great deal better, for Iraq as much as for the rest of the world, than the blood-stained clutter of feuds and factions which has replaced it? For the deaths of how many of his own countrymen is Major-General Kassem now responsible? He is said to be falling more and more under Communist influence. Would it, in truth, be preferable if he were ousted by some other soldier—able to get more quickly at the guns, the tanks and the aircraft—who might be more inclined towards the United Arab Republic?

Is the United Arab Republic itself a pillar of internal stability and international trustworthiness? Are Egypt's relations with the rest of the world on any sounder or more honourable foundation now than when there was a British base on Egyptian soil, and when the Suez Canal was internationally owned and operated? Did we really raise the standard of international behaviour when we permitted the Canal's owners to be suddenly and violently expropriated?

Devoted and skilled as was the administration which it evolved, politically the Anglo-Egyptian Condominium in the Sudan was, let us agree, archaic and cumbrous. But it is small consolation or reward to those who gave their talents to the service of the people of the Sudan to behold the country from which they were ejected governed—as seems endemic in Muslim countries nowadays—by a succession of military dictatorships. It merely adds to the irony, and the misery, of the situation that most of these dictators and their associates wear uniforms hardly distinguishable from those of British officers, and use, in conversation, the clipped, easy slang of the British Regular Army. I fail to extract much pleasure from the reflection that, while the London School of Economics, in the consulate of Laski, was the breeding-ground of violent and loquacious demagogues from Asia and from Africa, Sandhurst appears to have trained, in almost equal numbers, the benevolent, uniformed autocrats who, when they see their country staggering from one crisis of corruption and folly to another, arise and expel the demagogues. That I happen myself, on the whole, to like the men from Sandhurst better than the men from the L.S.E. is irrelevant.

The harsh fact is that we are watching, and by our swift abdication we are in large measure responsible for, a widespread process of political, constitutional and social degeneration on a scale similar to that which preceded the Dark Ages. We are so accustomed to stuffing ourselves with cant that we find it extremely difficult to face this fact, or to admit our proper share of responsibility for it. Obsessed by a sense of sin about the Empire which we have liquidated, we seem blind to the wickedness, the fatuity and the inequity (to name only a few faults) of the chaos replacing the complex system of imperial authority. But—"my people love to have it so; and what will ye do in the end thereof?"

It is impossible merely to shrug off Nyasaland as a transient phenomenon. A deal of blood has been shed, a deal of bitterness has been engendered in the past few weeks. Dr. Hastings Banda may now be in prison, but he has in him all the qualities of a Makarios or of a Nkrumah. The sinister farce which Nkrumah is making of Parliamentary government, using the whole Westminster procedural apparatus to fulfil ends in no way dissimilar from those of Cromwell and his major-generals, cannot escape notice. The emotions with which aspiring African politicians watch it are obvious; but Dr. Nkrumah's capacity to distort all the instruments of legislation and administration is regarded with the greatest apprehension by those who happen to be settled in East and Central Africa. That they should organise and act in self-defence seems very shocking to progressive politicians and commentators in the United Kingdom. But they can hardly be blamed for saying to themselves: "If this is what an African demagogue, in power, can do to minorities of his own racial stock and background, how is a man of this type going to behave when he has a European minority at his mercy?"

Built-in constitutional safeguards, of the kind beloved by the professional constitution-mongers, can be whittled away or curtly abrogated. Parliamentary government operates only—and the whole history of modern Europe proves it—on a broad basis of shared confidence and trust. Any confidence or trust that there was in East and Central Africa between various communities, of different racial origin, has been sapped. There is fear and there is suspicion; and these two dangerous emotions are increasing in strength all the time, as events move towards their climax.

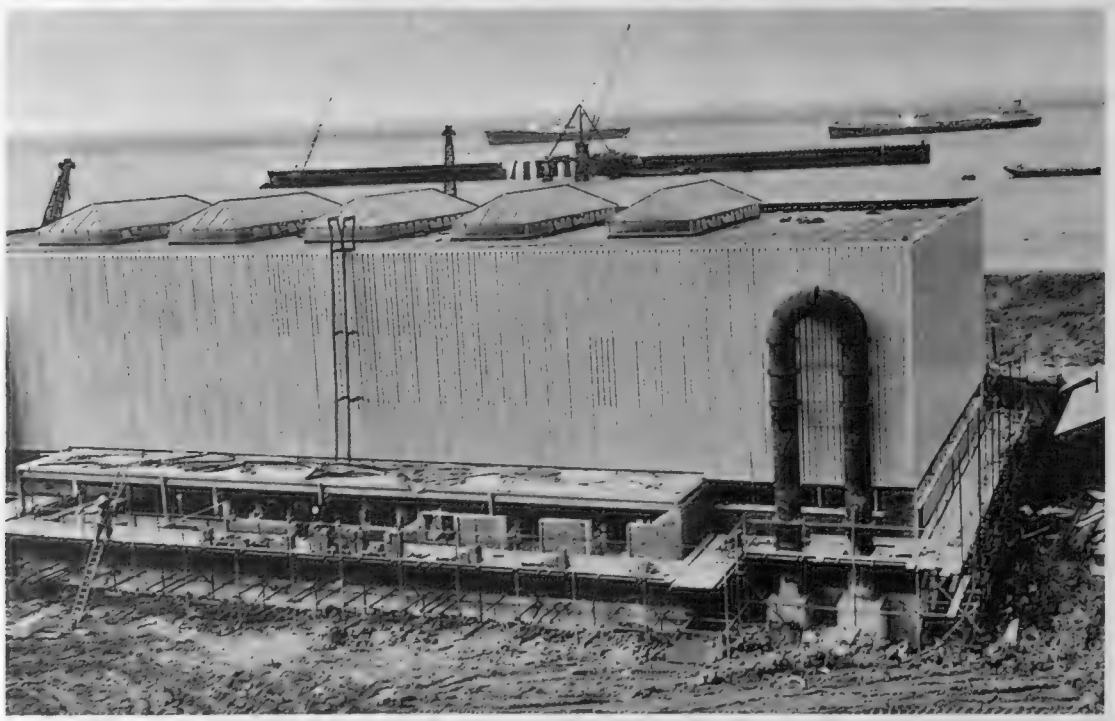
The perils implicit in the Nyasaland crisis are hideously apparent. The British Government were right in my view to reject the sudden and clumsy proposal, put forward by the Opposition in the middle of a debate on a vote of censure, for an all-party Parliamentary enquiry. But the case for some kind of investigation, by a body appointed rapidly enough and given enough power to study the situation and its origins, and to make practical recommendations, seems to me unanswerable, and has seemed so since the emergency began. To mention only one personal factor, we may note that the Governor of Nyasaland in February-March 1959 is Sir Robert Armitage, who was also the Governor of Cyprus in 1955 when the Cyprus emergency began.

The appropriate body, in my opinion, to search out the answers to the many questions about Nyasaland—for example, did the mission schoolboys ambush the police, or did the police ambush the mission schoolboys? What is the truth about the controversial massacre conspiracy?—is a Royal Commission. I think that I was the first to put this suggestion in print, and *The Times* immediately turned it down in a lordly fashion; but in a few days I acquired some powerful allies.

The precedent which I have had in mind is that of the Peel Commission which went to Palestine in 1936, immediately after the outbreak of the Arab rebellion. That Commission was a model of its kind: it did its work thoroughly, efficiently and with despatch; it produced a report which is still unrivalled as an objective, historical analysis of the whole complex issue; and it made a series of recommendations which, if the Government of the day had had the courage and the wisdom to put them into practice, offered by far the best solution of a problem which, in the end, was settled by our ignominy and suffering, and the Arab-Israel war. It was no fault of the Peel Commission that its suggestions were disregarded; the British Government in 1938-39 could hardly be described as particularly courageous or wise.

It is going to need a great deal of courage and a great deal of wisdom to handle effectively the crucial issue of the Central African Federation. The whole future political and social development of Africa hinges on it; and the Government of this country—and people—have a responsibility which they cannot and must not evade. The tendency to make a party matter out of it is quite lamentable; and it has the bleakest repercussions in the Federation. It was doubtless wrong and discourteous of some standing by at the airfield when Mr. Stonehouse was deported to shout rude remarks at him; though the abuse—as reported—was small beer compared with the epithets that hurtled across the floor of the Commons at the time of Suez. But it has to be realised that those barrackers merely shouted what many of their compatriots feel about the British Labour Party.

Does this kind of mood—on any side—augur well? If worse is not to follow, if hatred and bitterness are not to breed fast, a different mood must prevail. Understanding the issue seems to me at least the beginning of an attempt to deal with it; it is for that reason that I—and, I am glad to see, others more influential—have urged the appointment of a Royal Commission. It cannot wholly undo past folly; it may be able to prevent future tragedy.



BUILDING FOR THE FUTURE ON THE ESSEX COAST: The pump house on the edge of the River Blackwater will supply water for the nuclear power plant. Between the shore and the ships passing on the estuary a barrier wall is being built. Construction at Bradwell is being carried out by the Nuclear Power Plant Company.

POWER FROM ATOMIC ENERGY

A Nuclear Station Takes Shape on the Coast of Essex

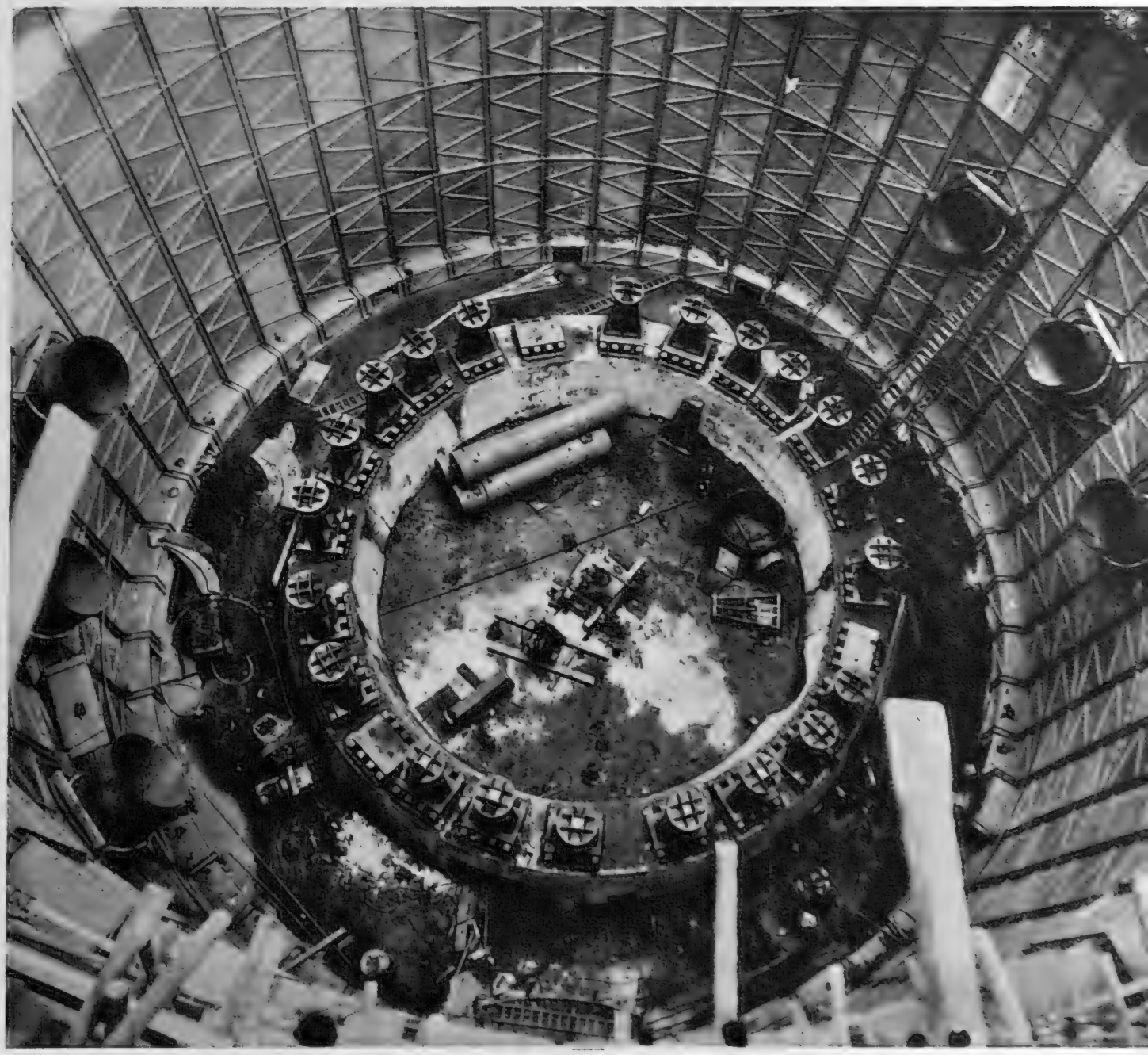
The idea of electricity from nuclear power is now a common place. Bradwell-on-Sea is a centre which will enable th principle to be put into widespread practice in Britain. Stead progress is being made at the power station which is rising o the shore of the River Blackwater's estuary in Essex, and it estimated that before the end of 1960 the plant should be feedin power into the national grid. The thermal domes for tw reactors should soon be hoisted in position. Some of the hea exchangers are in place and other parts of the station, whic covers an area of 140 acres, are nearing completion. Not th least of the wonders of modern invention and ingenuity to b seen on the site is the giant crane "Goliath." This titanic devic consists of an enormous girder on two vast "legs." The latte move on rail tracks and enable the girder to straddle any of th buildings and lift material to them. Inside the thermal shield of the reactors the vital equipment for producing power out o uranium will be placed shortly. The heat-exchangers hav reached the end of a curious journey. They were built in th yard of Head Wrightson at Thornaby-on-Tees. Each weigh 200 tons, is 92½ ft. long and has a diameter of 19 ft. It wa found that they were too large to be transported from the Nort of England to Essex by road or rail, so they were floated in th sea down the East Coast to Bradwell.

KEY EQUIPMENT AT BRADWELL-ON-SEA: The thermal domes for Nos. 1 and 2 reactors are under construction on the site for the nuclear power station by the estuary of the River Blackwater, in Essex. No. 1 dome (behind) is nearly complete and ready for hoisting into position over the reactor vault. This operation will be carried out by "Goliath," the giant overhead-girder-type crane which can straddle the buildings. The rails in the foreground are part of the track along which one leg of "Goliath" can move. Work began at Bradwell in January 1957, and it is expected that the station will be ready to come into service in the National Grid at the end of next year.

"GOLIATH" IN ACTION: The giant crane is at work over the building in the left background. On right some of the heat exchangers are in position. Water in them is transformed into steam. They were built at Thornaby-on-Tees. Because of their size—each of them weighs 200 tons—they could not be brought to Bradwell by road or rail so they were floated down by sea to Essex.

On right—

INSIDE NO. 2 REACTOR: This vast circular structure will house the reactor vessel which will stand on the ring plinth seen at the bottom. The ducts in the wall or thermal shield are inlets for carbon dioxide. The new plant at Bradwell for the Central Electricity Generating Board is being constructed simultaneously with another new nuclear power station, at Berkeley, in Gloucestershire. The reactors at both Bradwell and Berkeley are of the same type as those at the Calder Hall Station in Cumberland. They are graphite-moderated and gas-cooled and use natural uranium as fuel.



LUXURY IN MOMBASA

A New Hotel with Splendid Amenities on the Coast of Kenya

There is no question of visitors having to "rough it" in Mombasa. On the tops of the cliffs of the Island a splendid new luxury hotel—the Oceanic—has recently been opened and should provide a stimulus to the tourist industry which the Kenya Government is expanding. Five storeys high, the Oceanic is in a dominant position, perched above the narrow entrance to the harbour. Every one of its seventy-five bedrooms faces the sea. From the balconies one looks out to panoramic views of the palm-fringed coastline and to the water on which ships are constantly passing, the vessels varying in size from mighty ocean-going liners to the dhows of local fishermen and cockleshell catamarans.

Although Mombasa is no more than 4 degs. south of the Equator, it is cooled by a natural form of air-conditioning. Almost without a break the trade winds blow in from the Indian Ocean. The Oceanic Hotel has the full benefit of these breezes. The idea for constructing such a hotel in an obviously ideal spot was conceived as long ago as 1950. But for various reasons, including the outbreak of the Mau Mau emergency inland, work did not start until 1954. Among the hotel's amenities mention should be made of the sprung dance floor in the dining-room, one of the few of its kind in East Africa. Nearby a spacious patio is available for those who wish to take their "sundowners" out of doors. Close at hand are facilities for fishing, and the big-game fish of the Kenya coast provide some of the best sport in the world. In its present form the Oceanic is only in its first phase of development. Plans have already been formed to make considerable extensions to the existing accommodation.

LIGHT AND AIRY: This view of the new Oceanic Hotel at Mombasa, Kenya, is from the landward side, and shows the main entrance. The sloping air ducts on the walls provide a constant flow of cool air. *Below*—The hotel from the seaward side. The entire structure above the ground floor is only of one-room width and all seventy-five bedrooms face the sea.

A DRINK BEFORE DINNER: The cocktail bar of the hotel is screened off from the dining-room by a series of contemporary panels.

THE DINING-ROOM: Under plans for enlarging the hotel the dining-room accommodation will be doubled and the doors on the right opened to give access to a second room. The dance floor is sprung and two air-conditioning ducts can be seen in the ceiling.

A ROOM WITH A VIEW: This bedroom looks out on to the Likoni channel, with the Indian ocean beyond. From the balcony one has a wide view of the coastline. The existing hotel accommodation is 117 beds, and when it is enlarged there will be 200.

A BUSY SCENE BETWEEN AFRICA AND ASIA: Labourers remove soil from the existing bank of the Suez Canal and pile it up in the background on the proposed new bank. The improvements for the waterway, which have been undertaken by the Nationalised Authority established by President Nasser, include a project for widening the channels.

WIDENING THE SUEZ CANAL

Progress on the Plans for Improving One of the World's Vital Waterways

KEEPING THE CHANNELS CLEAR: An American dredger working for the Suez Canal Authority maintains the water at the proper depth. In the right background a ship passes along this "life-line" on her way between the Mediterranean and the Red Sea.

NEW BUILDINGS FOR NASSER'S AUTHORITY: The offices which are nearing completion will house the staff of the Nationalised Authority which now controls the Suez Canal. The offices of the old international company were on the waterfront in Port Said.

A PROJECT TO ALLOW TWO-WAY TRAFFIC THROUGH THE SUEZ CANAL: The pictures *left* and *right* show work in progress on the widening of the Canal. During the Israeli-Egyptian war and the Anglo-French intervention of 1956, the Egyptians sank many obstacles in the waterway and blocked its channels. After the hostilities, clearance was undertaken by the United Nations. Since then, the Egyptian Authority, which was the original cause of the crisis, has gone ahead on improving the Canal.

The Suez Canal is now entering a new chapter of its history. The waterway cut by de Lesseps from the Mediterranean to the Red Sea was financed by an international company. As every schoolboy knows, Britain obtained an important share in its administration by the enterprise of Disraeli, who purchased Ismail Pasha's shares for the British Government in 1875.

The concession from Egypt to the international company was due for expiry or renewal in 1968. However, in the summer of 1956, Colonel Nasser, who was anxious to consolidate the power of himself and the military clique which had ousted the corrupt royalist regime, suddenly announced that he proposed to take over the waterway on behalf of Egypt. A Nationalised Authority, composed of Egyptians, was arbitrarily appointed for the administration in the place of the old international company. This move produced a world crisis which was to have far-reaching consequences and ended in a war.

The Powers interested in the old company convened a conference of several nations in London, out of which was formed an organisation named the Suez Canal Users' Association. It was moribund from the start and rapidly the drama mounted which culminated in the Anglo-French intervention and the Israeli-Egyptian war at the end of 1956. Historians have yet to record what really happened. As regards the Canal, the Egyptians made it unserviceable by sinking blockships. The United Nations undertook the task of clearing it at the end of the hostilities. This was done expeditiously, but a common opinion was that even with a Canal which worked, the Egyptians would be unable to make an efficient and paying concern of it. Events appear to have proved the opposite. To-day the Canal is being widened so that its channels will be duplicated. There is every reason to suppose that in its new form the Canal will be navigable to the larger types of tankers now coming into service.

But there must surely be one question which is causing anxiety to intelligent Egyptians. This is: has the Canal a real future? Experts estimate that large tankers, loading at the head of the Persian Gulf, will be able to voyage to Europe more economically via the Cape of Good Hope than through the Canal. Israel has plans for pipelines from Eilat, on the Gulf of Aqaba, to the Mediterranean coast. Added to this, nuclear power, independent of oil, is ever advancing. It is not inconceivable that Nasser may find himself burdened with a white elephant.

A WEDDING IN ADDIS ABABA: The bride and groom lead the dancing at the reception in the capital of Abyssinia. The scene shows that the conventions and the fashions in dress for men and women in society in Addis Ababa follow those of Europe.

PEASANTS AT MARKET: Even the poorest Abyssinian women have sunshades. They use them for the protection against the sun of their skins, which they regard as "golden" and not dark. The woman wearing a cross is presumably a member of the Coptic Christian Church.

WOMEN OF ABYSSINIA

Contrasts Between Their Modern and Old Ways of Life

THE country with an area of 350,000 sq. miles in East Africa is officially known as Ethiopia. However, most English-speaking people, following the precedent of Coleridge, probably think of it as Abyssinia. It is worth remarking that the poet, in his exotic vision of fabulous lands, saw an Abyssinian maid in association with the measureless caverns of Xanadu.

A century-and-a-half ago Abyssinia was certainly fabulous and remote, rarely penetrated by white men and still the realm of the descendants of the mythical Prester John. Protestant missionaries entered in the 1830's, but made little impact on the established Monophysite Christianity. Armies inevitably followed. The British successfully stormed Magdala in 1868, but in 1896 the Italians were resoundingly routed at Adowa.

It was not until the 1930's that Abyssinia became really well known. Mussolini's adventure in imperial expansionism set the cartographers a problem, for vast tracts of the country had never been properly mapped. Such details mattered little to the general public, for Abyssinia was soon personified for them in one man, the Emperor Haile Selassie. Since then, this small, bearded, sad-eyed figure has had a career of high drama. Defeated and in exile, he was for some years a spectre haunting the lobbies of the palace where the League of Nations was expiring in Geneva.

The war recovered for him his reputation and his empire. The Abyssinian campaign is too often overlooked —for one thing the British generals who conducted the brilliant strategy "on a shoe string" with masterly ingenuity and small forces of British troops have not yet written their memoirs. But, let it be remembered that the British Liberation of Abyssinia in the otherwise dark year of 1941 was the first great victory for Freedom.

A common reaction nowadays when anyone speaks of Haile Selassie is for someone in the company to ask: "Is he really still about?" He is occasionally seen in pictures, going on a State visit or receiving State visitors. But his name is rarely in the news and more attention could be given to the quiet, steady work being done for the progress of his people by this benevolent autocrat who in length of term of office must be one of the senior heads of State in the world. He came to the throne in 1928 at the age of thirty-six.

An important aspect of Haile Selassie's Government since his restoration has been the great development in the position of Abyssinian women. It is a change in culture rather than status. As opposed to many other parts of the globe, the women of Abyssinia have enjoyed considerable rights of their own for centuries. This emancipation is usually ascribed to the influence of Coptic Christianity, of which Church about half the present population of 16,000,000 are members. The remainder are Muslims or pagans and there are also the Falashas, who for historically inexplicable reasons profess Judaism.

"A DAMSEL WITH A DULCIMER" OF 1959: The actress Zenebech Tadesse is highly popular for her singing and dancing in Addis Ababa. Abyssinia has no national drama.

MEMBERS OF THE OLDER GENERATION: They wear traditional costume and have a primitive life. But their daughters may be highly educated and have a modern outlook.

The basic cause for the transformation of the female way of life has been education. Schools and colleges are able to provide to large numbers instruction which was available only to a few, if any, twenty or thirty years ago. The older generations may still be illiterate but it is not uncommon to find that the daughters of these women have university diplomas. Young women in their twenties, who as children would have stared in astonishment at the simplest amenities of civilisation, are now social workers, doctors, nurses or teachers.

These "Abyssinian maids" are damsels not with dulcimers but with grammars and hypodermic syringes. They are spreading enlightenment in the towns and also in the surrounding districts. The health visitor or social worker, for instance, carries out much the same role, although under far more primitive conditions, as her counterpart in Western Europe. She calls at homes, tactfully suggests better ways of feeding the baby or by her own example gives instruction in elementary hygiene. Hands can be washed properly even if water has to be poured from a tin into an ancient bowl.

INSIDE A HEALTH CLINIC: All the staff are women. In the past few years the Abyssinians have made great strides in the development of medical health and social welfare services in many parts of the country.

In this rapid transformation, typical of the atomic age, international organisations have played their part, notable among them being UNICEF (the United Nations Children's Fund). Britain has given much assistance since the restoration. But the real impetus to this social evolution is the spirit of the people. So far only a small start has been made. Much remains to be done. In the economic sphere, too, the country is capable of developing considerable wealth. All the ruler and his people require are conditions of peace. But, it must be kept in mind, Abyssinia occupies a geographical position of great political importance. She is the guardian of the head waters of the Nile.

COUNTRY SCENE: In a remote district women transport water in gourds from a pool. Although their life is hard in rural communities, the Abyssinian women have for centuries enjoyed a considerable measure of emancipation, largely through the influence of Coptic Christianity.

SOCIAL WORKER ABOUT HER DUTIES: *Left*—She demonstrates to a young couple the correct method of mixing food for their baby. *Right*—A lesson is given in the vital importance of cleanliness, even though available washing equipment is very primitive. Since the war the Emperor Haile Selassie and his Government have concentrated on the education of women. Many twenty-year-olds of to-day knew little of civilised amenities in their childhood. International organisations have helped in this transformation.

HARBINGERS OF SPRING

The Brimstone Butterfly as a Weather Prophet; The Extensive Vocabulary of the Great Tit; Country Saws About an Early Spring

By BRIAN VESEY-FITZGERALD

TO-DAY, March 21, is the first day of spring: officially, that is. Personally, and I suspect that this applies to everyone else as well, I do not pay any attention to any of these official openings (they exist for each of the seasons, of course), preferring the evidence of my eyes and the thermometer. So far as my eyes are concerned, I have, inevitably, in the course of years, come to associate certain signs with the arrival of spring, no matter what the date; and one of these signs, for many years now, has been my first sight of the Brimstone butterfly. If I see my first Brimstone butterfly of the year in March (as is usual), then that March day is the first day of spring in that year. If I do not see a Brimstone in flight until April (as sometimes happens), then in that year the spring does not begin until April. I have always found this to be a pretty safe indication, for I have found the Brimstone to be a good short-term weather-prophet. See a Brimstone in flight early in the year and you can be moderately certain (as certain as it is possible to be about the English weather) that you are going to have three or four fine and reasonably warm days.

Brimstone butterflies must make mistakes sometimes. Or so it would seem. You see a Brimstone on a beautifully fine and sunny March day with a nice warm breeze from the south, and the next day the wind swings round to the north once again, and the skies are grey and you are glad of an overcoat. But on occasions like this I doubt if the Brimstone is at fault so much as our own observation. We see the butterfly only on the last day of the fine, warm spell that tempted it from hibernation. If the weather is really set chilly, then the Brimstone does not take wing. I have in a late spring not seen one until May. Brimstones do not, I think, make many mistakes. A really bad one would mean death. Although we are not inclined to credit butterflies with much intelligence, they are certainly not all that lacking.

But this year, I must admit, I thought my first Brimstone was right round the bend, for I saw it in flight in my practically flowerless garden—flowerless, that is, except for a few heathers, some crocus and snowdrops, a few hellebores and one stylosa (the only one of the year so far)—on Sunday, February 22. It was a lovely day, the first lovely day we had had for some months. For the chill, foggy weather which had started back in the autumn had continued right into the middle of the month, and, indeed, the 17th was one of the foggiest days of the whole dismal period. Sunday was a day of clear sky, bright sunshine, a gentle southerly breeze, and the temperature well into the fifties. But an occasional day like this in February is not at all uncommon, and the Brimstones ignore them. I know that the books mention Brimstones in February, but, as a matter of fact, I have never before seen one in flight in February, so I had every excuse for thinking that this was a butterfly with a particularly low I.Q. Needless to say, it was not. That Sunday was the beginning of a spell of beautiful weather. It was the first spring day.

The birds seemed to recognise it as such. There had been a noticeable scarcity of birds in my garden all through the winter, and especially a scarcity of tits. I suppose that most of them had had the sense to go to less foggy parts. But this first spring day saw them, and especially the tits, back again. Suddenly the garden was full of sound; the first tentative attempts at true song, the shrill squabbles of cock birds feeling the urge to establish territories; the sounds of spring. Even the hoarse cawing of the rooks, passing over the house of an evening on their way to the woods, seemed a little less harsh.

It is the Great Tit which has particularly caught my attention this year. The tits, in general, have no great reputation as songsters, and they cannot compare with the recognised songsters of the garden; with the thrush or the blackbird, for example. But all the tits have quite extensive vocabularies; much more extensive vocabularies than, for instance, the chaffinch. The possible exception is the Long-tailed Tit, a bird with which I am not really familiar and so cannot judge: I have heard a pleasantly musical twittering from a troop (I believe that the correct collective noun is "treasury") of long-tailed titmice, but nothing that I should myself care to call song, and I have heard them scold a passing hawk, but that is swearing and not singing. By far the most extensive of the vocabularies belongs to the Great Tit.

A Great Tit has taken over a portion of the garden near my drawing-room. I was first aware of him on February 27, which was the warmest February day we have had for many years. He spends a good deal of his time in a rose-tree which climbs up the wall between the two long windows. This vantage point enables him to keep an eye on what is going on in the house, and he is intensely curious. But he does not approve of me, and loses no opportunity of telling me so. If I open a window, if I step into my garden, he is up in arms at once, challenging my right to do so. But he is not in the least afraid. I can open a window within a foot or so of his head and he will not leave. But how he will curse! He uses so many notes, so many phrases, all jumbled up together—the typical squeaky bicycle-pump note, the grasshopper *zizz* of anger, the little dancing teezey-weezey (I wonder if the hairdresser who on television made those two words fashionable a few years ago is an ornithologist in his spare time?)—that they take on the appearance and effect of song.

THE GREAT TIT: This member of the titmouse family has a black head and throat, a greenish back, white cheeks, and yellow underparts. About 6 ins. long, the bird is also known as the oxeye. The Great Tit feeds mainly on insects.

He is a bit of a mimic, too; he produces a *twink* as like that of the chaffinch as two peas, and one or two of his notes are very reminiscent of the robin's autumn song. But he is not singing: he is merely telling me that he is there and intends to stay there. (And I hope that he does.) I know that he is not singing because sometimes, when he does not know that I am by the window, he sings to himself; a lovely soft little melody like the tinkling of tiny silver bells.

The fine spell that brought all this about, the succession of fine, warm days, did not last very long. But though, in due course, we had our grey damp days, and the temperature dropped a little, the year did not go back. Spring began in the last week of February and spring it has remained. It was really quite wonderful how, as soon as the sun appeared and the wind went round to the south, everything sprang to life. It was more wonderful than usual this year because, although we had a great deal of fog and low cloud, we actually had a very dry February: an official drought, I believe, in my part of the world.

Now, "February Fill-Dyke" is rarely as wet as that name would make it appear. On the whole, although I have often heard farmers complain of excessive wet in February, it is one of the drier months of the English year; certainly a good deal drier than many an August. But it is true that a really dry February, a February with a drought in it, is very unusual indeed. I do not think that I have ever heard a farmer complain about the dryness in February, and farmers, as is well known, are not backward when it comes to complaining about the weather. I should never have thought about it at all were it not for a remark dropped over a pint of beer in my local on the last day of February. Somebody mentioned the drought—I believe that there had been a bit about it in the paper, but I do not think that any of us realised that we had in fact been so long without rain because we had all been too busy grumbling about the fogs—and this roused our oldest retired farm labourer to say,

> If in February there be no rain
> 'Tis neither good for hay nor grain.

This is a rhyme I have never heard before. I do not know if it is true or not, but there is generally a good basis of truth in these old agricultural saws. However, that is not the point. The point is that there must at one time have been a number of exceedingly dry Februaries, Februaries of drought, to give birth to such a saw: unless Albert invented it on the spot, which I think extremely unlikely. It would be interesting to know if there is any record of a succession of very dry Februaries, say 100 to 150 years ago.

I have just said that there is usually a good basis of truth in these old saws, but now that I come to think about it, I am a bit doubtful about this one. For there is another saw,

> A dry March never begs its bread.

There are alternatives to this:

> A bushel of March dust is a thing
> Worth the ransom of a King.

Or:

> March dust to be sold
> Worth ransom of Gold.

These versions come from different parts of the country—this is one of the few agricultural saws with a nation-wide application—and they indicate that a dry March is a jolly good thing for the farmer, wherever he may farm. It permits him to get his spring corn sown in good time and in a good seed-bed, and it allows him to clean and prepare land for planting roots in April. These things are very important, and in a wet March they just cannot be done satisfactorily, if at all. But one would expect a really dry February to help considerably towards the much desired March dust: that is, unless a dry February is always followed by a wet March.

Perhaps that was the case when that saw about February was born: it certainly has not been the case this year. March did not come in like a lion, and, so far at any rate, we have not had in these parts any noteworthy quantity of rain. The soil is nice and crumbly and plantable at the moment. Everything looks most propitious. Or it would do so, but for another saw:

> A late Spring never deceives.

Which means, I suppose, that an early one does. And this spring was early enough.

That is a depressing thought. But I rather wonder about "a late spring." I think that that saw must have been invented by a fruit farmer! I can well imagine that an early spring might prove disastrous to a fruit-grower, since it might be followed by a burst of wintry weather which would destroy all his blossom. But a late spring, though it might not be disastrous, could surely be very inconvenient to some other sorts of farmers: a late growth of grass would make a bit of difference to the bank balance of a livestock farmer, for example. I do not think that we need to pay too much attention to these agricultural saws, despite their firm basis of truth. In so diverse a country as Britain it is usually possible to find one to contradict the other. Anyway, I hope that that Brimstone knew his business, that this early spring will not deceive. It is the opinion of our local weather prophets (who were so very right so long in advance about the weather of autumn and winter) that it will not. With one accord these old men predict a scorcher of a summer. I confess that I should feel a wee bit more confident about it myself if they had not been right twice already.

BRITAIN'S FRIGATES

Launch of the "Ashanti"; the Operations Room of a "Whitby" Class Frigate

On left—

LAUNCHED ON THE CLYDE: The first of the "Tribal" class frigates, the *Ashanti*, goes down the slipway at the yard of Yarrow and Co. Ltd., Scotstoun, Glasgow. *Ashanti* is one of a new class of general-purpose frigates.

Speaking at the launch of the *Ashanti*, Admiral Sir Richard G. Onslow, C.-in-C. Portsmouth, said that whatever form a future war might take, Britain's merchant ships would have to be guarded. He went on to say that the Navy was short of escort vessels and hoped the *Ashanti* would be the forerunner of many more frigates of advanced design. *Ashanti* bears the name of the Second World War fleet destroyer which Admiral Onslow took on guard duty to North Russia and Malta. The new "Tribal" class frigates are larger than the fleet destroyers of the same class name of the last war.

The *Ashanti* has an armament which includes two 4·5-in. guns, anti-submarine mortars and six 21-in. torpedo tubes. She is equipped to carry a helicopter for anti-submarine reconnaissance. Steam turbines give the normal power and a gas turbine which drives the same propeller-shaft gives additional power for high speeds. The gas turbine also enables the ship to get under way instantly in an emergency without waiting to get up steam. In proposals for the Fleet's role in wartime, helicopters as an anti-submarine measure have become increasingly prominent. The emphasis has been on anti-submarine measures with an eye on the U.S.S.R.'s powerful fleet of underwater vessels. Even in a limited war, the number of submarines passed by Russia to other countries would constitute a serious threat to merchant shipping.

THE OPERATIONS ROOM IN A "WHITBY" CLASS FRIGATE: Six of these anti-submarine frigates are in the Fleet. Right are the surface-plotting arrangements, with above the plotting table (centre, flanked by radar screens), the compass, log and rudder repeaters for the captain's use when he is engaged in fighting the ship from the operations room. In the centre background are the air-plotting and A.-A. gun co-ordination equipment.

COMPLICATED AND HIGHLY-ADVANCED EQUIPMENT: Inside the "Whitby" class operations room, described as the finest ever installed in a small ship, is, on the left, the anti-submarine plotting equipment. Foreground is the display screen for navigational radar and next to it the automatic plotting table. Right is the desk for external tactical communication.

Figures given in the Navy Estimates for 1959-60 show that there are now twenty-four frigates in service and nine more are expected to be finished by the end of next year. Of this number, six are of the anti-submarine "Whitby" class, which are described as having the best operations room of a small ship in service. Names have been given to eighteen of this class. They have advanced steam turbines, and the latest tracking and destroying devices. Mr. Orr-Ewing, Parliamentary Secretary to the Admiralty, giving the Navy Estimates, said that frigates now building would be fitted with an asdic, used in submarine detection, which in performance was five times better than the present type. It was in advance of any comparable detection device to be found anywhere in the world.

Because much of the equipment fitted on board these frigates is highly advanced, few details have been released. But it seems likely that the asdic equipment mentioned by Mr. Orr-Ewing will be fitted in those of the class now under construction. There are also on board facilities for directing anti-submarine aircraft. The class is considered to be the most useful type of small vessel in service with the Fleet; it combines a high speed, probably over 30 knots, with a remarkable ability to ride rough weather. The frigates use a cruising turbine to start on, which switches automatically to a main turbine. The engines are geared to allow low propeller revolutions at high power. The "Whitby" class reaches more than 30 knots on three-quarters of the power needed by older destroyers of comparable displacement.

THE LAUNCH OF A GIANT TANKER BUILT IN SWEDEN: On the slipway at Uddevalla is the *W. Alton Jones*, with the platform built for the launching ceremony (centre). *On left*—Crowds line the dockside to watch the launch. The tanker is claimed to be the biggest such vessel built in Europe and the largest ship constructed in Scandinavia. Of 68,500 tons deadweight, the *W. Alton Jones* is named after the chairman of the board of the Cities Service Oil Company of New York, for which she was built. She is the first of six being built at Uddevalla for the tanker company, to transport crude oil to ports on the eastern seaboard of the U.S.A. Fully laden, she will displace 89,000 tons and will have a speed of 16 knots. The Uddevalla shipyard is one of the most modern in Sweden. A new bed had to be laid down to accommodate the bulk of the giant tanker.

MERCHANT SHIPPING

Launch of a Gigantic Tanker in Sweden; a New "Bremen"; Progress on the "Leonardo Da Vinci"; Two Wrecks

SALVAGE OPERATIONS OFF THE COAST OF ITALY: The superstructure of the British motor-ship *Pelayo* is hoisted out of the water a short distance from the harbour entrance at Leghorn. The vessel sank in 60 ft. of water during a violent storm in January.

FITTING-OUT A NEW "BREMEN": A large crane lowers a new funnel into place on the luxury liner in the docks at Bremen. The vessel, which was formerly the French troopship *Pasteur*, is owned by the Deutscher Lloyd shipping line and is expected to make her maiden voyage to New York in July. In the years before the war, one of the crack luxury liners on the Atlantic route was another *Bremen*, which in 1929 made the then fastest crossing on her maiden voyage. In the early part of the war, she took refuge in a German port and was later reported to have been destroyed by fire.

NEW ITALIAN LINER: The *Leonardo da Vinci* is fitted out in the shipyard at Genoa. The largest liner to be built in Italy since the war, the vessel is expected to be entering service on the route to North America by the end of this year. Her hull is about 765 ft. long and on her eleven decks she can carry about 1,300 passengers for the "Italia" line. She was launched from the slipway in the Ansaldo Shipyards at Sestri Ponente, Genoa, at the end of last year, having been constructed on the same stocks as the Italian turbo-vessel *Cristoforo Colombo*. The *Leonardo da Vinci* will be the largest liner on the Mediterranean route fitted with stabilisers. These are of the Denny Brown retractable fin type.

SWEDISH SHIP ABANDONED ON THE ROCKS: To the south of Skirza Head, Freswick, in Caithness, the Swedish cargo ship *Stellatus* lies badly damaged. After the 1,800-ton vessel had run aground in thick fog, she was abandoned. A lifeboat ferried her crew of twenty-six to Wick. Later, the salvage tug *Metinda III* stood by as the *Stellatus* was inspected by a salvage officer. The cargo vessel was bound for Liverpool from Obo, in Finland, with a cargo of wood pulp. Preparations to refloat the vessel were held up by a heavy swell.

THE DUKE OF EDINBURGH ON BOARD A JUNK: Prince Philip accepts a bouquet of flowers from the daughter of a Hong Kong fisherman as he visits the junks berthed at the fisheries centre at Aberdeen. During his world tour, the Duke paid a two-day visit to Hong Kong.

MEETING CHINESE JUSTICES OF THE PEACE: At a garden party in the grounds of Government House in Hong Kong, the Duke talks with the Chinese Justices. Also at the garden party were a former Governor of Hong Kong, Sir Alexander Grantham, and Admiral of the Fleet Lord Fraser.

DURING THE ROYAL VISIT: Prince Philip walks round the military cemetery at Sai Wan, accompanied by the Commander, British Forces in Hong Kong, Lieut.-General Sir Edric Bastyan. The Duke laid a wreath at the cemetery.

Since the Duke of Edinburgh last visited Hong Kong, just after the liberation in 1945, the waterfront has undergone radical changes. Banks of buildings and high blocks of flat now tower up towards the Peak itself. On his arrival after his visit to Borneo, the Duke delivered a message from the Queen saying how impressed she was by the striking progress made since the liberation. It was announced that the Queen had honoured Hong Kong by the grant of armorial bearings. The shield and crest are supported by the Royal lion and Chinese dragon. Two stylised junks depict trade on the seas which surround the colony.

Throughout the Duke's two-day visit, the theme of co-operation between British and Chinese ran through the various addresses and speeches made at the functions which crowded Prince Philip's itinerary. As on the rest of the world tour, the Duke showed a keen interest in schools and technical developments. His ready smile and wit made an evident impression on the cheerful Chinese crowds which thronged his path. Perhaps the most memorable feature of his visit was the children's rally in the Government stadium. Three thousand children were watched by thousands of parents and spectators. The elegance of the traditional costume and the sinuous dragons were seen under floodlights. After his two-day stay, the Duke left for the Solomon Islands.

A CHINESE DINNER: ...plying to an address of wel... ...me at a dinner given for ...n by the Chinese com... ...unity, the Duke stands in ...ont of a portrait of Queen ...abeth. He said the British ...d Chinese had been working ...gether in Hong Kong for ...4 years and that nothing but ...od had come from the part... ...ship. The senior Chinese ...mber of the Council, Sir ...un-nin Chau, presented ...nce Philip with mementoes.

...right—
...NEW HOSPITAL: The ...ke uses a trowel to lay the ...ndation-stone for the Queen ...abeth Hospital in Kowloon, ...ng Kong. It is to cost ...ut £3,750,000, and will, ...s believed, be the biggest ...spital in the Common... ...lth. (A picture of a model ...the hospital is on page 451.)

AT A GARDEN PARTY AT GOVERNMENT HOUSE: The Duke smiles as he talks to some of the people present. Many Chinese and foreign notables attended. Sunshine, after a persistent drizzle, greeted Prince Philip's arrival in Hong Kong. Large crowds, mostly Chinese, lined the route as the Duke was driven to Government House.

PRINCE PHILIP VISITS HONG KONG

Scenes During His Two-day Tour of the Island

...AL VISIT TO BORNEO: At a garden party at the Residency in Brunei, in British North Borneo, the Duke talks to the Assistant Resident Belait (extreme right). Prince Philip visited Borneo before sailing to Hong Kong.

PRESENTS FOR THE ROYAL FAMILY: Watched by the Sultan of Brunei, Prince Philip examines the gifts. The Duke was the Sultan's guest in Brunei town. Earlier he visited the Brunei Shell oilfields, the discovery of which has raised the State's exports in value to about £40,000,000.

"UN CAPRICE": In a scene from Alfred de Musset's comedy are, from left, Yvonne Gaudeau as Mathilde and Lise Delamare as Madame Lery. It is one of the plays in the season by the Comédie Française at the Princes Theatre, London.

"LES FOURBERIES DE SCAPIN": Robert Hirsch, as Scapin, pushes Georges Baconnet, as Arjante, towards the fearsome figure of Jeronte, played by Jacques Sereys. The comedy was written by Molière in 1671 and is one of the two plays by the author in the Comédie Française season which ends on April 4. The company was last in London in 1953. Its playing of Molière is generally judged to be the finest in the world.

THE COMÉDIE FRANÇAISE IN LONDON

A Season of Classic French Plays at the Princes

Paying its first visit to London for six years, the Comédie Française opened a short season last Monday at the Princes Theatre in London. The oldest theatre company in the world, it was founded in honour of France's great dramatist, Molière, in 1680. Two of his plays, *Les Femmes Savantes* and *Les Fourberies de Scapin*, are being given, with *Le Dindon*, by Georges Feydeau, and *Un Caprice*, by Alfred de Musset. The company, with its awesome traditions and fine ensemble playing, has long been the envy of English producers subject to the impermanent and changing world of the London theatre. As a company perhaps its only rival is the Moscow Art Theatre. Its chief glory is the presentations of Molière; one of the interesting aspects for the London theatregoer is the chance to compare the original version of *Les Fourberies de Scapin* with Otway's adaptation presented at the Lyric, Hammersmith. The other dramatists whose works are included in the season are Georges Feydeau, the author of *Hotel Paradiso*, and Alfred de Musset, the 19th-century French writer and poet.

On right—

"LE DINDON": In Georges Feydeau's farce are Robert Hirsch as Redillon, the turkey-cock of the title, a young man over-interested in women, and Marie Sabouret as Armandine, the demi-mondaine he takes home.

"LES FEMMES SAVANTES": In Molière's attack on pedantic women are Bernard Dherau as Clitandre and Micheline Boudet as Henriette, the heroine whose femininity is not overshadowed by her learning.

ANOTHER SCENE FROM MOLIÈRE'S COMEDY: In *Les Femmes Savantes* are, from left, Daniel Lecourtois as Chrysale, Lise Delamare as Philaminte, Catherine Samie as Martine, Andrée de Chauveron as Belise. The new production is by Jean Meyer, with decor and costumes by Suzanne Lalique.

THE PRESENT BOOM IN REFRIGERATORS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT was one thing for the Government, last year, to decide that it would persuade firms, by cajolery or a little light pressure, to site their new factories in "places of high and persistent unemployment": it has been another to get many to go. The Board of Trade has one main lever, in that it can refuse companies permission to put up new factories in areas where unemployment is not as serious; it has various kinds of incentive to offer, ranging from loans to assist the new investment to actually building the factory for a new venture and letting the company rent it. The difficulty has been that this "high and persistent unemployment" is occurring after a period in which British firms have invested more in new plant and re-equipment than ever before—new plant that is not yet fully employed—and that for the moment comparatively few are anxious to start building any new factory anywhere.

Almost the first major success of the new policy, indeed, was one announced a few weeks ago. The foundation-stone was laid for a new £2,000,000 factory for the Pressed Steel Company at Crymlyn Burrows, near Swansea. The plant, being built by MacAlpine's and due for completion early in 1960, will formally be owned by the Wales and Monmouthshire Industrial Estates, Ltd.; this trading estate company will lease it to Pressed Steel. It is to become the home of the firm's Prestcold division, which makes refrigerators.

THE MANUFACTURE OF REFRIGERATORS: *Left*—At the Theale factory of the Prestcold division of Pressed Steel Co. Ltd., in Berkshire, the evaporator units are brazed in a furnace. *Centre*—A Prestcold "Automatic Nine" refrigerator is assembled. *On right*—In the brightly-illuminated tank the compressor units are submerged so that an air leak can be immediately detected. The Theale factory was opened in 1952 and is devoted entirely to the manufacture of refrigerators; the company has also manufactured refrigerators at a factory in Oxford since 1932. When the Pressed Steel factory at Swansea is opened it will ultimately accommodate the entire production of refrigerators by the company.

Refrigerator manufacture is, indeed, one of a group of industries that are at present untouched by recession or by the caution that it has engendered elsewhere in British business. Makers of "durable consumer goods" have been as busy this winter as makers of, say, steel or machine tools have been slack. To be fair, they have not escaped their own recession; after 1955, increases in purchase tax and strong restrictions on hire purchase business held their sales down for a couple of years, though by the end of 1957 most of these home-equipment industries had achieved some recovery. Then with last year's Budget came reductions in purchase tax on many of them; in August hire purchase restrictions were relaxed, and in October removed entirely. The result has been for these particular industries, in a time of recession in many other parts of business, a lively little boom.

In the last quarter of 1958, for instance, output of domestic refrigerators was about half as much again in value as in the same months of 1957: production for the home market amounted to well over twice the former value. Total production of refrigerated machinery for the year, valued at £44,000,000, is easily the highest on record. Exports of refrigerators, though not increasing much, have been maintained at a fairly high value, which now represents about three-eighths of current output.

Most of the makers of this kind of home equipment have their fingers well crossed about their present boom. A relaxation of hire purchase restrictions, it is generally believed, brings forward a lot of buying, but its effects are liable to be temporary. Quite apart from caution at this time of the year about the possibility of further changes in purchase tax, the surge of sales is no longer as strong as it was in October and November. Makers of refrigerators have this to consider; their sales, also, are in general strongly seasonal, and it is not until next month that demand normally begins to rise for the summer ahead. Nevertheless, the refrigerator business lives in rather different circumstances from those affecting most other home equipment, so far as Britain is concerned; it could be in for a period of much stronger and steadier expansion than they.

The main point is that so far it has reached much less of its potential market. There are perhaps 2,000,000 refrigerators in Britain's 15,000,000 homes; compare this with about 9,000,000 television sets, 15,000,000 radio sets, 4,000,000 to 5,000,000 washing machines, and 8,000,000 vacuum cleaners. In Britain, the refrigerator is not nearly as established a part of the battery of home equipment as these others—several of which, it is worth noting, have been in volume production for the British market only about as long. This country, again, comes well down the scale of comparison when one reckons the proportion of homes owning a refrigerator. It is not merely the United States, Canada, and New Zealand, countries with higher incomes and different climatic conditions, that excel us here; but also Sweden, where half the homes have refrigerators, Denmark, West Germany, France and Italy, which beat Britain in refrigerator ownership. One or two of those European countries have regions with much warmer climates; none except Sweden have higher incomes.

This is not simply a matter of manufacture in this country beginning late in the field. Output was not very large before the war, and it was closed down entirely during the war, so that the makers started more or less from scratch in 1947; since then it has grown about eight times by value Domestic refrigerators at present account for only about half of all the refrigerating equipment made in Britain; but their value alone is about six times as much as the total output of the whole industry just before the war.

Taken alone, that growth is impressive; but the market for durable consumer goods has grown even faster since the war. Moreover, there has been a sharp increase in sales of kinds of food that conventionally "assume" ownership of a refrigerator, such as frozen food—which has, incidentally, vastly increased the manufacturers' business in supplying refrigerated sales cabinets for shops and super-markets. Nevertheless, ownership of refrigerators remains concentrated among the salaried middle-classes and in the South of England. The lower middle-class housewife, upon whose relatively high purchasing power and whose desire for more comfortable living so much of Britain's consumer boom has been built since the war, has yet to be persuaded that Britain is warm enough, for enough of the year, to make refrigeration worth while. A refrigerator is not as obviously labour-saving as a washing-machine: it does not provide as much positive enjoyment as a television set. Its virtues are not as easy to impress upon the person who does not own one as those of the other kinds of home equipment competing for her spare money.

Yet this is an industry in which "downward" penetration of a wider market would offer considerable opportunities of economy through mass production. A refrigerator is essentially a double-walled box of pressed metal heavily insulated and provided with a cooling system based upon evaporation. The process of evaporation or boiling takes up a large amount of heat from its surroundings; a cycle in which evaporation takes out heat from the interior of the refrigerator and subsequent condensation discharges the heat outside it may be actuated by a mechanical compressor or by a heat source without moving parts, as in the absorption refrigerator. The refrigerating units are comparatively simple and may be the same for several different sizes of refrigerator; manufacture of the case and its assembly, too, lend themselves to high volume production.

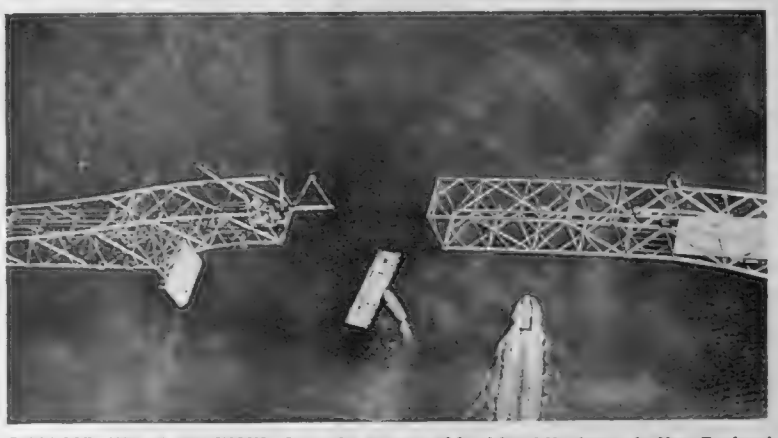
It is only in the last few years, perhaps, that manufacturers in Britain have been designing their product more specifically for the home market. For the first decade of production after the war most of them sold more refrigerators abroad than in Britain; they were competing with American makes in markets used to American styles—and several of the makers, such as Frigidaire and Nash Kelvinator, have American affiliations. Immediately after the war a number of extremely small refrigerators were designed for the new post-war housing; but most of those available commercially followed the American ranges of size. In the last few years refrigerators of 3 and 4 cub. ft. capacity, considerably slimmed down with the size of the average British kitchen in mind, and made to fit into the other units of equipment which are now found there, have been appearing.

The refrigerator, then, is not the item of home equipment that British housewives acquire first, or even second. Its impressive development in this country since the war has been based first upon securing a strong export business, and, second, upon equipping the kitchens of the comparatively well-to-do (in contrast, for example, to the television set, which very rapidly ceased to be a luxury for the better-off and was made into more or less a necessity for everybody). It has risen in price far less than most other goods since the war: the chance of volume production may mean that it will rise less in price than most other home equipment from now, or even become cheaper. As yet, it has not the least reason to bother about its sales levelling off into "a replacement market." But it has still to achieve a full grasp on the wide, lucrative market that other home equipment has reached, and even motor-cars are beginning to. That market offers it chances of even more rapid expansion; but is not proving easy to enter.

MAKING THE SHIP-TO-SHORE CONNECTIONS: At the Esso Refinery at Fawley, one man stands at the Maxam control panel on the jetty to control the movement of air hoists and winches lifting the heavy pipes into position. *Below right*—The pipes are joined to the tanker manifold of the S.T. *World Grandeur* to enable the unloading of crude oil from Iraq. These pictures show the largest of five similar installations.

REMOTE CONTROL FOR UNLOADING OIL TANKERS

More than 37,000 tons of crude oil were unloaded at the Esso Refinery at Fawley, using remote-controlled air motors for the first time. The fuel pipes are lifted by the five Holman air motors situated at the end of the luffing boom, which is suspended by heavy steel cable from the steel tower. Four more motors at the bottom end of the boom support the middle of the heavy pipes as they are guided on board the S.T. *World Grandeur*. Foster Wheeler Limited, in conjunction with Woodfield Rochester Limited, were responsible for the work to Esso specifications. The equipment includes a large number of hoists and winches powered by Holman reversing air motors controlled by Maxam pneumatic equipment. One man at a control panel controls the initial ship-to-shore connections.



THE LAST LINK IN THE CHAIN: Over the waters of Auckland Harbour, in New Zealand, work proceeds in adding the last span to the bridge, which is a mile long. It is expected that this last section in the construction will be finished in April.

A NEW BRIDGE FOR AUCKLAND HARBOUR

From Northcote, looking towards the city of Auckland, can be seen the length of Auckland Harbour Bridge, in New Zealand, with its long raised approaches. In the foreground is Toll Plaza. The last span of the bridge is due to be finished in April. The cost, including the approaches, is estimated at about £5,000,000. During construction, which is planned to be completed in May of this year, spans of the bridge were floated into position on barges. Each of the sections of the bridge is nearly 600 ft. long. The method of placing the spans was used to speed up work. The photographs are by Aero Films.

DEVELOPMENT ON MILLBANK: A new group of buildings is planned for Westminster. This view of the model is from the Millbank side. *On right*—The buildings are seen from the gardens side. The three main blocks are a skyscraper some 370 ft. high, a "Y"-shaped block 90 ft. high and a residential block 120 ft. high.

A SKYSCRAPER FOR WESTMINSTER

Detailed planning permission has been granted by the L.C.C. for the redevelopment of a 3½-acre site with a frontage of 650 ft. to Millbank, situated between Thames House and the Queen Alexandra Military Hospital and close to the Tate Gallery. The main feature of the new group of buildings will be a 31-storey skyscraper, about 370 ft. high, which will be the highest office building in Britain and one of the tallest in Europe. It is proposed that the structure in all the buildings will be of reinforced concrete with cladding to the office blocks in a specially developed prefabricated curtain wall, the framing of which will be faced in stainless steel. The skyscraper will have double windows.

The development is being undertaken by the Legal and General Assurance Society Ltd. and the buildings will, in part, house the headquarters of the Vickers Group of Companies. The architects are Messrs. Ronald Ward and Partners; the consulting engineers are Messrs. Travers Morgan and Partners, and the main contractors Messrs. John Mowlem and Company Ltd. The total cost of the development is estimated to be approximately £5,000,000, and will take about four years to complete.

TALL BUILDINGS IN THE COMMONWEALTH

Above—
The model is of the main buildings of the Queen Elizabeth Hospital, which is to be built in Kowloon, Hong Kong. The foundation-stone was laid by the Duke of Edinburgh on March 7. It is expected that it will be the biggest hospital in the British Commonwealth, excluding Britain, and it will have 1,320 beds. The main block will have fourteen storeys and will be about 600 ft. long. The hospital will be built by a number of local contractors. The architects are the Public Works Department of Hong Kong and the consulting architects Messrs. Easton and Robertson, of London.

On right—
The Pearl Assurance building in Salisbury, Southern Rhodesia, was opened recently by Sir Roy Welensky, the Prime Minister of the Rhodesian Federation. Mr. Geoffrey Kitchen, the chairman of the Pearl Assurance Company, was present at the opening ceremony. The eighteen-storey building is the tallest in the Federation of Rhodesia and Nyasaland. It is 215 ft. above pavement level and a 75-ft. tower has been erected on the upper roof. The sky sign is illuminated at night. The building was constructed by John Howard and Co. (Africa) Ltd., and the architects are the Office of Francis Lorne.

BENEATH THE ALPS

First Stage of Work on the World's Longest Road Tunnel

The Mont Blanc tunnel will provide a new road link between France and Italy which will run through the 15,782-ft.-high mountain. Work began at the Italian end towards the close of last year. Recent situation reports indicate that good progress has been made in the first stage of construction, although an unforeseen difficulty has caused a setback. About a month ago, as drilling teams penetrated further into the rock, water started to appear, and for a few days flowed in increasing quantities. On March 1 work had to be suspended. However, the floods have now subsided and operations have been resumed in a limited scope. It is expected that work will be back to its full tempo in the near future.

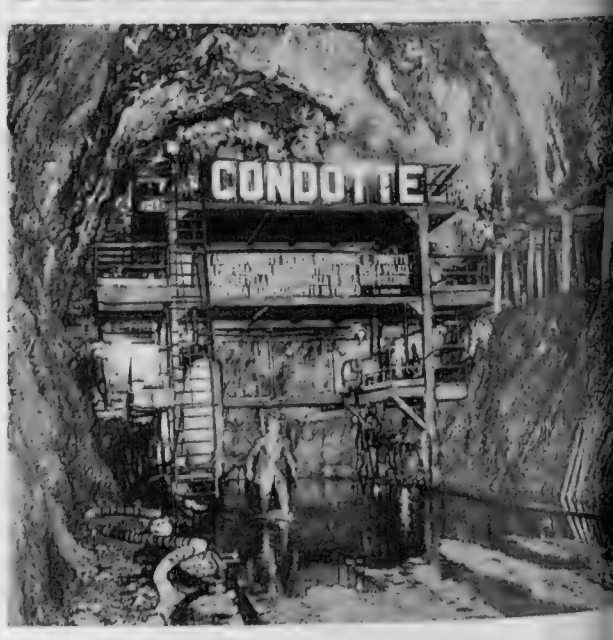
If this inundation was unexpected by the engineers and technicians, local inhabitants have been telling them "we told you so." For a local legend holds that within the fastness of Mont Blanc there are subterranean lakes and deposits of precious metals. The latter, according to some believers, include uranium. The completed tunnel will establish a record. Having a length of over 7 miles, it will be the longest road tunnel in the world. The present longest is of 5 miles, beneath the Straits of Kwannuon in Japan, between the islands of Honshu and Kyushu. The French end of the Mont Blanc project is near Chamonix, and the Italian close to Entrèves.

Up to March 1 the Italian workers had drilled 1,214 ft. of tunnel. The Atlas Copco "tiger" rock drills operate in a battery of sixteen on a specially-made platform which runs on rails. When the requisite area has been drilled, charges are inserted and the platform withdrawn while they are exploded. Then dumpers come in to clear the fallen rock and take it to the valley below the entrance. Four miles of the tunnel is to be driven from Italy and three miles from France. The two teams should meet near the centre of the mountain with 8,200 ft. of ice-capped granite above them. A new Franco-Italian frontier will be inside the tunnel and customs posts will be at each end.

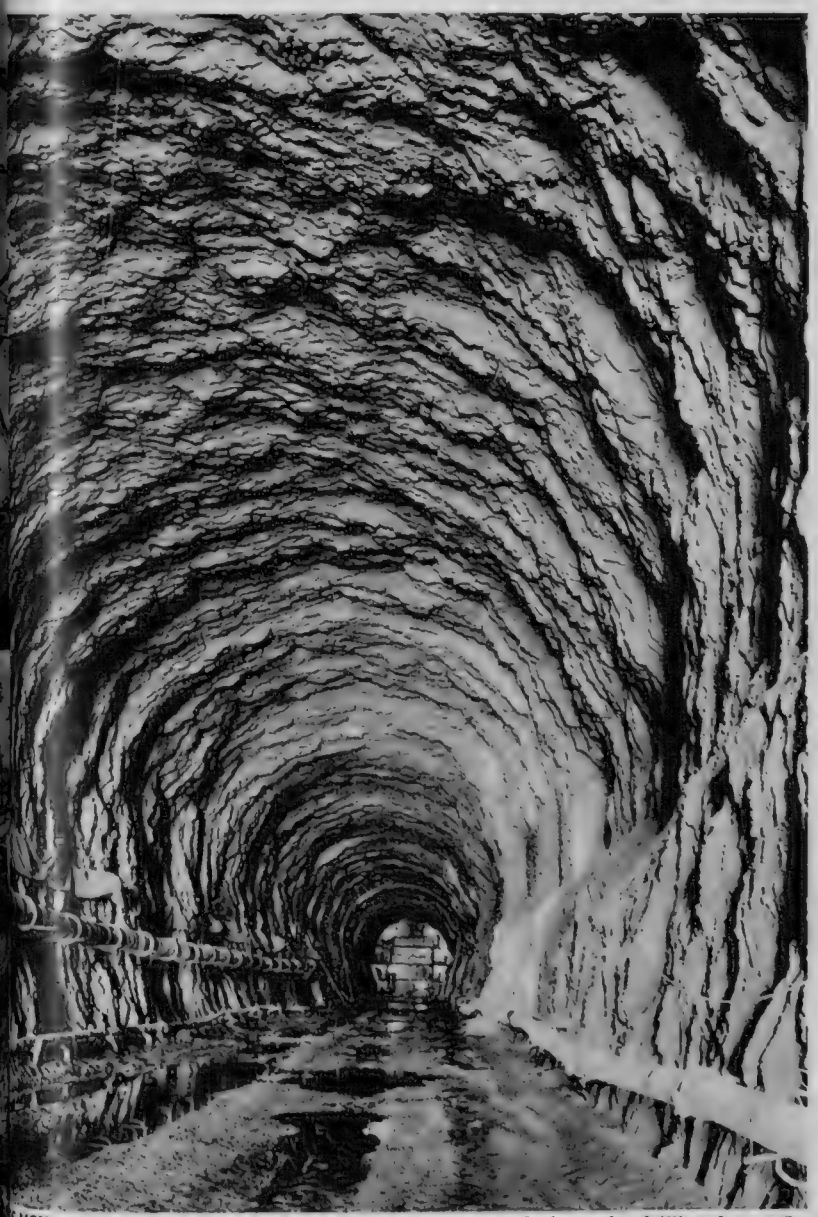
The highway through the Alps will have a height of 31 ft. and a breadth of 27 ft. The roadway will be built 11 ft. above the tunnel's base. This will allow pipes carrying air for ventilation and cables for lighting to run below the traffic. At frequent distances along the road there will be lay-bys to enable cars to turn, or draw in if they break down. The whole length will be fully lighted. No advertising posters will be permitted and the only signs employed will be international road signs. Total cost of construction, estimated at slightly less than £12,000,000, is being borne by France and Italy, with a small contribution from Switzerland. When traffic begins to flow in 1961 a saving will be gained of 194 miles on the route from Paris to Milan and 137 miles on the Paris-Turin journey.

On right—
CONSTRUCTING A ROCK-CRUSHING PLANT: Workers perched precariously on the steel skeleton for the plant enjoy a superb view of the Alps through which the tunnel below Mont Blanc is being built. The cost of the project is £12,000,000.

ACCESS TO THE WORKING SITE: A vehicle drives up a road leading to the entrance to the tunnel. Though muddy, the road is kept clear of snow. The tunnel through Mont Blanc, which is scheduled to be finished in 1961, will cut 194 miles off the present distance by road from Paris to Milan and 137 miles on the Paris-Turin route.



LLATIONS AT THE ITALIAN END OF THE ROAD TUNNEL UNDER MONT BLANC: At a height of 4,530 ft. on the slopes of Western Europe's highest mountain, a small community has sprung up at the Italian entrance to the Mont Blanc tunnel near Entrèves. The buildings include accommodation for technicians, shops, offices, workshops and the central compressor station which powers the drills and provides ventilation inside the mountain. When completed the road tunnel of over seven miles length will be the longest of its type in the world.



MONT BLANC: The pipes on the walls carry power and air to the drilling face. *On* ft—The notice on the drilling platform reminds workers of the need for safety precau- ions in placing explosive charges. Recently floods have temporarily held up the work.

READY FOR THE NEXT STAGE OF OPERATIONS: Work will soon start on covering the rock walls at the Entrèves entrance. The roadway will be raised 11 ft. above the tunnel base. Latest reports state the Italians have penetrated over 1,200 ft. into the mountain.

The World of Books

A MODERN CHRISTIAN MARTYR

The Life of a Missionary in Ecuador; In Search of Rasselas; Afghanistan and Egypt; A New Novel by Ramon Sender; Short Stories

JUST over three years ago five young American missionaries in the jungles of Ecuador were murdered by the Auca Indians to whom they had hoped and planned to bring Christianity. One of their widows, Mrs. Elisabeth Elliot, who has already written about the last days of the expedition, has now given us SHADOW OF THE ALMIGHTY (Hodder and Stoughton. 16s.), in which she has used her husband's own journals and with that help has told the whole story of his life from his boyhood in Oregon to what might well be called his martyrdom on the banks of a river in the rain forest of the Equator. Jim Elliot was the child of an evangelist father and his life-long, constantly expressed purpose was to spread the Gospel wherever he should be. Ecuador was the mission field on which he decided and there, until the day of his murder, he was sustained by his simple faith, which showed equally in his work and in every page of his diary or the frequent letters to his parents and to his wife in the days before she joined him in that dangerous back-country. The story of a dedicated man; courageous, single-minded, athletic, with much of the zeal from which revivalists are made.

The next three books are purely volumes of travel experiences, though with in each case a background of reading and erudition to allow the author to get the most from his journeyings. THE MOUNTAINS OF RASSELAS (Weidenfeld and Nicolson. 21s.) is Mr. Thomas Pakenham's account of a journey he made in Abyssinia a few years ago when he was twenty. It is two centuries since Dr. Johnson wrote his *Rasselas* about the strange fate of the royal princes of Abyssinia, and Mr. Pakenham had as one of his objectives the unravelling of this mystery of the mountain-prisons. What he discovered was even more dramatic than Dr. Johnson's invention, and the tale of his voyage is, in itself, a first-class adventure story.

Mr. Edward Hunter is an American foreign correspondent who has already written about wars and conquests in Spain, Manchukuo and, incidentally, Ethiopia, at first hand and who now, in THE PAST PRESENT (Hodder and Stoughton. 18s.), gives the record of a year's recent visit to Afghanistan. While he was there, Mr. Hunter says, he saw a single compatriot and no English tourists or voyagers but evidence of Russian influence. Thoughtful, vividly descriptive and full of vitality.

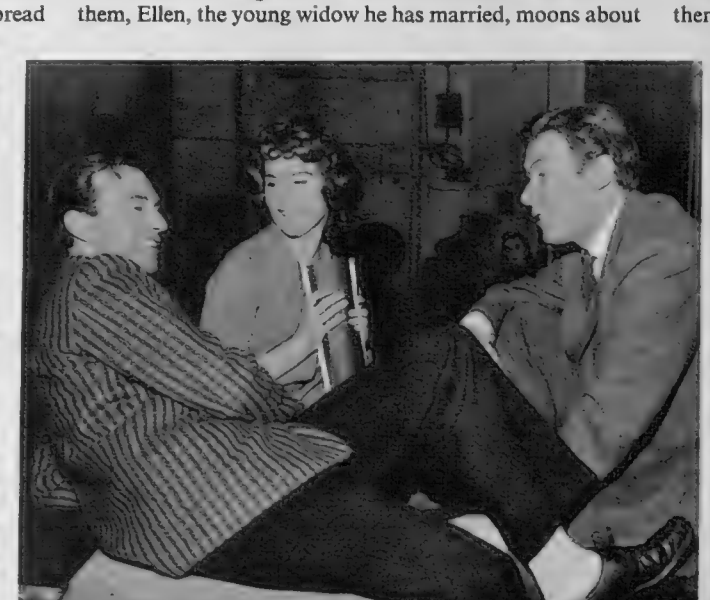
THE TEARS OF ISIS (Chatto and Windus. 25s.) is Mr. Richard Carrington's story of a new journey which he made from the mouth of the Nile to its source; a voyage which, with detours, covered at least 5,500 miles. Mr. Carrington started his travels at Rosetta, at the mouth of the western branch of the river, and described by a sixteenth-century traveller as a place where the inhabitants "love to spend their time in iollitie and disport." That amiable characteristic has apparently vanished now, however, and Mr. Carrington sagely moved on. In the course of his long, long journey he met with fantastic variety in people, in birds and animals and in customs, but of the land and the river itself his comment is that it is changeless. His book is immensely informative very erudite and laced with humour.

WHERE NO MAINS FLOW (Hurst and Blackett. 15s.) is the sad story of an Englishwoman who was city-bred and who found out in what is known as the hard way about living in a cottage in the remote countryside. Like many before her, she pictured herself, when her husband had announced the impending move, as strolling between hedges of lavender to pick up the big, clean, brown eggs her hens would obligingly lay or, in a pretty flowered frock, attending to her docile honey bees. The reality was just a little different and very amusingly has Mrs. Rebecca Warren described it.

In June 1944 Mr. A. J. Liebling went into France as one of the military correspondents with the Allied Forces and eleven years later he returned to some of the same places to see them again, rebuilt, changed or familiar. NORMANDY REVISITED (Gollancz. 18s.) is a result of his two expeditions and it combines not only the two dramatically different occasions but some earlier, nostalgic memories of France in the 1920's. Mr. Liebling, as becomes a *New Yorker* writer, has a crisp and witty style and his reminiscences have a certain bite.

Mr. Marius Bewley's work, THE ECCENTRIC DESIGN (Chatto and Windus. 25s.), is a literary study of form in the classic American novel. In it he treats of Fenimore Cooper, of Nathaniel Hawthorne, inevitably of Henry James whose patriotic allegiance, at least, was to England, of Melville and *Moby Dick*, and of Scott Fitzgerald and what Mr. Bewley terms the collapse of the American dream. This is intellectual criticism at its least compromising but it is also stimulating reading for those to whom fiction is not a merely ephemeral form.

The only contemporary English novel this week is Miss Marguerite Stern's THE WOMAN IN THE BACK SEAT (Collins. 15s.), a highly readable but by no means inspiriting story about love, marriage, step-children and students in a grimy provincial town, uneasily conscious of the university in its midst. In this place Paul teaches the humanities and fights his uncouth students' battles for them, Ellen, the young widow he has married, moons about



A NEW MUSICAL IN REHEARSAL: At the Winter Garden Theatre, in London, at the first rehearsal of John Osborne's *The World of Paul Slicky*, are, from left to right, Dennis Lotis, the popular singer, who is taking the leading role of a Fleet Street gossip writer; Adrienne Corri; and John Osborne. The musical play is going on provincial tour after rehearsals, before opening in a London Theatre.

elegantly and ineffectually and her daughter grows up to be a beauty, an intransigent social rebel and the eventual love of Paul's life. Everybody is excessively articulate, and nobody is particularly attractive, in the sense that one would care to know them better or less fictionally. But, as I say, it is all very readable.

Two novels of Spain are among the most distinguished of this week's international batch and of these two, Señor Ramon Sender's BEFORE NOON (Gollancz. 21s.) has a most special enchantment. This is a story of childhood and of adult life seen from a child's point of view. The first part of it, translated by Mr. Willard Trask, was published here fifteen years ago, but the two successive parts, each of them now translated by Florence H Sender, have only appeared in Spanish as yet in Mexi City, where the author lives. Señor Sender was for eig years editor of Madrid's most famous liberal newspap *El Sol*, and later served on the General Staff of t Spanish Republican Army, escaping to France at the f of the Republic. His literary style is gentle but strong, w no hint of solemnity and he gives an unforgettable pictu of middle-class life in Spain up to the First World W

THE OLDEST CONFESSION (Longmans. 15s.) the first novel of Mr. Richard Condon and is Spanish o by adoption but its atmosphere is authentic and its Mad scenes marvellously evocative. In some senses this is thriller since it deals with violent death and a certain deg of mystery but, more importantly, it is a novel abo Spanish aristocrats at home and the expatriate compa they keep. It is, all in all, immensely effective.

Evelyn Anthony's novel VICTORIA (Muse Press. 16s.) has for its subject the married life of t Queen whose great happiness ended with her belov husband's death. The author has not been able bring new facts or even a very fresh approach to t theme but has written with obvious sincerity about very real love story and that, in itself, has its own char

In every way, ANGELIQUE (Heineman. 25s.) i great, big historical romance. It is nearly 800 pa long, it contains an amazing variety of adventure a its scope is the breadth, if not the length, of t fabulous reign of Louis XIV. The authors, wh composite name is Sergeanne Golon, are French a their remarkable novel has been translated by R Barisse. The heroine and moving spirit of the sto is the daughter of an impoverished nobleman livi in the province of Poitou but her marriage brin her to Paris, where she sees and even experiences t violent contrasts between the vicious life of the slu and the elegances of court circles. She is beautif she is spirited and she has a tigerish loyalty whi adds nothing to the ease of her life. In spite of t fact that the seventeenth century in France has f long been the favourite playground of the roman novelists *Angelique* is splendid, stimulating readi in its own right ; as colourful and a fine as Sèv china or Lyons brocade.

SO WILD THE HEART (Macmillan. 16s.) slighter, more urbane, but has its own very defin merits to recommend it. Mr. Geoffrey Trease h written about a young Oxford don who sets out explore the Continent after the Napoleonic Wa and examines Paris, after Waterloo and the Itali lakes as Byron and Shelley saw them. He also fa in love and discovers a series of situations for whi his classical education has not fully prepared him. Smooth told with some flashes of fun and scarcely a sult moment.

The duo of American novels this week are fai light-hearted though Mr. Robert Nathan brings h poetic sense to his brief story, SO LOVE RETURN (W. H. Allen. 11s. 6d.). This is half fiction, half fab about a man who lives with his children beside a wi Californian beach, mourning his wife and writing boo for the young. From the sea one day appears a love creature who comforts the little family for a time un she disappears back into her own element. Charmin frail and pretty, like a branch of coral.

James Radclyffe, 3rd Earl of Derwentwater, a grandson of Charles II, was born in London in June 1689 and brought up at the Court of the Stewarts in France as companion to Prince James Edward, the Old Pretender. In 1710 he came to reside on his English estates, being one of the great landed proprietors of the North of England, a rich, attractive young man of vast possessions. Joining the Stuart rising of 1715, when he was held to be a reluctant rebel, Derwentwater escaped arrest owing to the devotion of his tenantry, and with about seventy followers he joined Thomas Forster at Green-rig. When the rebels capitulated at Preston Pans the Earl was conveyed to London and impeached. Pleading guilty at his trial, he was attainted, and beheaded on Tower Hill on February 24, 1716, declaring on the scaffold his devotion to the Roman Catholic religion and to King James III.

Giving the Earl's story the picturesque title of NORTHERN LIGHTS (Constable. 25s.), Ralph Arnold starts with an account of those Radclyffe forbears, convicted Catholic recusants, who in the seventeenth century built up the Derwentwater estates in Northumberland and Cumberland. He ends it with a description of the sale of these properties in the 1870's, following a claim to their ownership by Amelia, Countess of Derwentwater, a woman of dubious and diverse talents, who staged a notable sit-down strike on her demesne, and won national notoriety but little else. Altogether this is a most enthralling narrative, and the memory of the handsome, generous, ill-starred young man is an abiding one. For the 3rd Earl, his destiny was shaped by the faith he professed, by the political events of his own time, and the preceding 100 years, and by the estates which he inherited.

THE DERWENTWATER STOR

The Tragedy of the Recusants

Here are two wartime tales of surpassing intere THE ZIMMERMANN TELEGRAM (Constable. 18 by Barbara W. Tuchman, and THE RAIDER KO MORAN (William Kimber. 21s.), by Captain Theod Detmers. Miss Tuchman, who has worked at the Offi of War Intelligence in Washington, shows, from offic sources, how this telegram, dispatched in January 19 was to kill once and for all the illusion among Americ that they could go about their business happily separ from other nations. As Miss Tuchman so rightly sa "In world affairs it was a German Minister's mi plot; in the lives of the American people it was the end innocence." Captain Detmers was the youngest of raider captains of World War II. His ship, the *Kormor* was an armed merchant raider, a converted Hambu Amerika liner equipped with 5·9-in. guns, torpedo tub mines and two seaplanes. For a year she sailed Indian Ocean preying upon merchant shipping, un at last retribution overtook her in the shape the Australian cruiser *Sydney*. The battle was of her proportions. Neither ship survived the ordeal and one could describe it better than the gallant Detme

And now from wartime to peacetime adventure, o in the air, and one on the sea. Derek Dempster te THE TALE OF THE COMET (Allan Wingate. 21s and Commander William R. Anderson tells NAUTILUS 90 NORTH (Hodder and Stoughton. 15 of the feat of the first atomic submarine in voyag beneath the polar ice-pack. Derek Dempster has gone

MRS. ROOSEVELT GOES IT ALONE

Mrs. Eleanor Roosevelt, in an autobiographical account of her life since 1945, tells us a great al about the chief points of her character: her forcefulss, her energy, her frankness, her interest in human ings and in politics, her humanity and generosity. In MY OWN (Hutchinson. 21s.) she rightly assumes t every detail of her life, her budget, her travels and ignments, her family and her readjustments after her t husband's death must be of interest to all sorts of ders. Her career "on her own," entered on late in has been vigorous and wide ranging, and she has en to it the zest of youth. She was the first lady in U.S.A. longer than any other, and in that position was the sister of the surviving monarchs, and so ains; and perhaps it is a tribute to the "uniqueness" he British monarchy that only in describing her con- with the British does that customary note of iration to the verge of awe (familiar in most books articles on the British Royal Family) creep in.

For the rest, she remains the peer and friend of reigns and heads of State, and though some of the er in her own country have felt anxiety when first has worked with them, most have come to acknowge the selfless hard work, good sense and value of co-operation. Her work for the United Nations is se in point. Her frank talks with Khrushchev and er Iron-Curtain and Eastern leaders no doubt ved what such exchanges of views usually achieve, h is not very much. Her relation of them and her portraits of the world's V.I.P.s are always stimug and frank. Sir Winston thought that perhaps she not like him when her husband was alive; and Sir ston is often right. She greatly admires Soviet evements but thanks God for Western freedom. consequence, her final conclusion as to how her ntry must meet the challenge of the East is the least of her pronouncements. No doubt she is still one e most energetic, remarkable and perhaps influential ing women, and her autobiography does nothing ggest otherwise.

John Gore

(*Continued from previous page*)

IDDY MOMENT (Heinemann. 15s.), on the other is about as frail as an alarm-clock, for this is a of the future by Mrs. Ernestine Gilbreth Carey, was co-author of *Cheaper by the Dozen*, and who s here about two young women in the 1960's who t a lipstick guaranteed to make the wearer kissable. is hilarious fun though it is comforting to reflect uch an invention is yet unknown to science.

ngland and the United States each provide a volume ort stories, the first being Miss Norah Lofts' collecof sixteen tales, HEAVEN IN YOUR HAND hael Joseph. 13s. 6d.). These are something a good more than competent and one in particular, which with the occult, shows this writer at her imaginative Recommended for real variety of theme and for essential readability. THE HOUSEBREAKER SHADY HILL (Gollancz. 15s.) includes eight s by that original American writer, Mr. John ver, and all of them are concerned with characters in the same suburb within daily commuting nce of New York. Crisp, funny and compassionate, book is, for very different reasons, as much to be mended as the one above.

Vernon Fane

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lengths to give the full history of the Comet air- through its initial triumphs, and mid-period ntudes, to the present moment when it is playing rt in capturing for Britain a fair share in the carrying of the modern world. Mr. Dempster writes with nical knowledgeability and also with knowledge of of the personalities involved in this drama.

Commander Anderson writes with even more nate knowledge of his theme, for he it was who took tomic submarine on the voyage which "pierced ole," starting at Puget Sound, in the United States, nding at Portland, England. The *Nautilus*, after her trials, finally passed smoothly and in air- tioned comfort beneath the trail that Ross, Peary Amundsen had blazed with such infinite difficulty. *ilus* proved by her voyage that nuclear-powered arines can operate in an area where no surface or aircraft can attack them. The strategical cations are as vital as they are obvious.

ric Worrell's wanderings have taken him from the thern Territory of Australia and tropical Queensland e islands of Bass Strait, and in his time he has d and captured many snakes, among them deadly ns and tiger snakes. Much of this perilous work been undertaken on behalf of the Commonwealth n Laboratories, which needed the venom to make enene. It has also yielded a book of fascinating st, which Mr. Worrell calls THE SONG OF THE KE (Angus and Robertson. 25s.). Not all his tures are with snakes, however, and in this well- en and well-illustrated book there is an account rocodile hunt, of an expedition into Arnhem Land arch of cave paintings, encounters with charging loes, and much else besides.

R. C. E.

AT COVENT GARDEN: In a rehearsal for *Harlequin in April* are Stanley Holden as Pierrot and Antoinette Sibley as Columbine, making her debut in a leading role.

BORNE AWAY BY THE UNICORN: Antoinette Sibley as Columbine looks down at David Blair as Harlequin as she is carried by the Unicorn, Gary Burne and Ronald Hynd, in a scene from the second act of *Harlequin in April*. The ballet, with choreography by John Cranko, was given its first performance at the Royal Opera House, in London, during the season by the Royal Ballet. It was originally commissioned for the Festival of Britain when it was given its first performance at Sadler's Wells. Although the transition to the larger stage at Covent Garden presented some difficulties, *Harlequin in April* was greeted as a welcome addition to the company's repertoire. An amalgam of *commedia dell'arte* and a romantic and sometimes cruel symbolism of spring, the ballet tells of Pierrot, the muddling but likable fool, Harlequin—aspiration growing like "lilacs out of the dead land"—and Columbine, guarded by the Unicorn, the traditional symbol of chastity. The music is by Richard Arnell and the scenery and costumes by John Piper.

ENGLISH AND FRENCH BALLET IN LONDON

MODERN FRENCH BALLET: Rehearsing a scene for *The Lovers of Teruel* are Ludmilla Tcherina and Milko Sparemblek. It is one of the ballets in the repertoire of Ludmilla Tcherina's Theatre Ballet which opened a four-and-a-half-week season at the Cambridge Theatre, in London, last Thursday. The company's productions have created something of a furore in Paris. Much daring experiment is used in the mounting and presentation of new works; the technical resources of the theatre and cinema have been used by guest directors from these media. Full stereophonic sound and elaborate lighting effects are employed as well as the device of making the dancers speak.

SUICIDE LEAP: In *The Lovers of Teruel*, Ludmilla Tcherina jumps from the railway bridge which spans the stage. The ballet, set in a slum, is produced by Raymond Rouleau.

A MOTHER AND BABY POLAR BEAR: At Bristol Zoo, Cynthia, the mother, stands upright to rub her back, watched by her fourteen-week-old cub. It is the first polar bear cub to be reared since the famous Brumas at London Zoo.

The first polar bear cub to be reared in Britain since Brumas at London Zoo made its bow in public at Bristol Zoo recently. At that time it was fourteen weeks old; its sex had not been established, and so the zoo authorities had not been able to give it a name. The secret of the cub's existence was kept for a long time in case it was killed by a nervous mother. To avoid alarming the mother no attempt was made to ascertain the cub's sex. The zoo staff believe that their success with Cynthia and her cub was due to fitting the maternity cage with electrical heating under the floor.

THE CHARM OF A POLAR BEAR CUB

Pictures of Mother and Cub at Bristol Zoo

ASLEEP IN ITS MOTHER'S ARMS: The young polar bear cub lies curled up in the fore-paws of the twelve-year-old mother. When the mother and cub appeared outside their cave at Bristol Zoo for the first time, the keepers were still not certain of the cub's sex. Until the problem was solved, no name could be chosen.

ITS FIRST PUBLIC APPEARANCE: The cub watches its mother sit up to face the zoo visitors. *On left*—Cynthia growls at spectators as her cub scrambles back towards the protection of its mother. The name of the bear cub's father is William.

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THE GENEVA MOTOR SHOW

Many British Models are Exhibited Including the New Berkeley Sports Car; a New Fiat Saloon; Speculation Over a Merger Between Rovers and Standards

By "THE SPHERE" MOTORING CORRESPONDENT

BRITISH cars made a brave show at the Geneva Salon. This is always an interesting Motor Show. It is invariably well staged and it takes place in a country which has few import restrictions, at any rate where cars are concerned. Switzerland is a relatively "open" market in which the products of rival exporting nations compete purely on merit, though, naturally, British firms are handicapped on price through having to send their wares so far.

The Rover Company—which has been piquantly bracketed with the Standard Motor Company in rumours of amalgamation talks—chose the Geneva Show for the Continental launching of their new 3-litre model. It created a favourable impression in a country where discriminating buyers have long recognised the quality of Rover cars. The new model seemed to appeal particularly to Show visitors who are shy of the more extreme forms of styling. The 3-litre Rover was first announced at the London Show last October. Its engine develops 115 b.h.p. and retains a characteristic Rover feature: overhead inlet and side exhaust valves. It has a seven-bearing crankshaft and roller tappets designed by Rover engineers. The firm's joint managing directors—Mr. Spencer Wilks and Mr. G. T. Farmer—took advantage of the Geneva Show to call a conference of their distributors in Spain, Belgium, Holland, Sweden, Finland, France, Italy, Portugal and Switzerland. There was a profitable exchange of ideas on how to "put over" the elegant new car in Europe.

Special interest was shown, at Geneva, in the brand-new British Motor Corporation models: the Farina-styled Austin A55, the Wolseley 15/60 and the M.G. Magnette. These modern-looking cars, which share body shells and 1½-litre engines which are basically the same, have been announced in the last few months and at Geneva were making their first Motor Show appearance. They made a favourable impression and there was a good deal of eulogistic comment on the ingenious way in which the different radiator grilles and other design features give these models distinctive personalities in spite of the fact that they share common body pressings.

Even newer than the latest Austin, Wolseley and M.G. models is the rejuvenated Vauxhall Victor, a reliable 1½-litre four-seat saloon which has been given some very effective beauty treatment. The smoother, sleeker line should give a big impetus to export sales of this excellent Luton product, which has never failed to impress, mechanically, since it was first announced two years ago. There was special interest in the new Victor at Geneva, for Vauxhall out-sold all other British cars in Switzerland last year. The Cresta was the best-seller of all British models; the Victor topped British sales of 1½-litre models. Among the Vauxhalls on view at Geneva was a de luxe Victor with leather upholstery and individual front seats. I have just carried out an extensive road test of this new addition to the Vauxhall range and I can testify to the comfort offered by this car, in addition to the ease of control, and effective braking and road-holding qualities.

Ford's of Dagenham more than kept their end up at Geneva in spite of the fact that their models are basically three years old or more. It is at this stage in the "life" of the Zephyr-Zodiac design that Fords are reaping special benefit from their fundamental excellence of line. Their functional shape and bold simplicity give them, in middle age, a continuing appeal. They have undoubtedly benefited from their recent "face lift," and the big Fords are another example of an improved British car which at Geneva is having its first showing at a Continental exhibition.

It was left to Italy to produce the most newsworthy car at Geneva. The new Fiat 1800 deserves this description for two reasons: the car was announced during the Show and it is in many ways an outstanding vehicle. Fiat, who build some 90 per cent. of all the cars made in Italy, claim that the 1800 (which replaces the firm's 1400 and 1900 models) is "the first car designed specifically to compete for supremacy in the European Common Market." It has a capacity of 1,795 c.c. and is the first car with a 6-cylinder engine built by Fiat since before the war. It is elegantly styled on the "square" Continental lines, which are also evident in the new B.M.C. models, but its tail fins are less prominent than those of the new Austin, Wolseley and M.G. saloons.

The new 1800 was designed by Fiat engineers, I am told, but Pinin Farina was then invited to criticise and advise on detail. It is interesting to note that Fiat claim with evident pride that they are using a new type of silent door lock designed in Britain. This is presumably the low-torque lock which has made such a good impression on the new B.M.C. models. The Fiat 1800 is a lavishly-equipped car. Standard fittings include front seats with individually adjustable backrest angles, heater with variable-control thermostat, front and rear window demisters, outwardly swivelling courtesy lights on rear doors, "handbrake on" warning light and hand loops above the doors.

The car is also available with a bigger engine of 2,054 c.c. which gives a top speed of 93 m.p.h., compared with the 1800's 87 m.p.h. In both versions—1800 and 2100—the new Fiat is a 5/6-seater. There is torsion bar suspension at the front. Later, there will be a special saloon body for the 2100 model.

Now for news of a new British sports car that was on show at Geneva; or, rather, an important development of a well-known model. I refer to a new Berkeley sports car with a twin-cylinder, air-cooled, four-stroke Royal Enfield engine of 692 c.c., developing 40 b.h.p. at 5,500 r.p.m. Mr. Charles Panter, head of the enterprising Biggleswade (Hertfordshire) caravan firm which has been building plastic-bodied Berkeley sports cars for three years, claims that his new model will have a speed of 100 m.p.h. This would surely make it the world's cheapest 100-m.p.h. production car, for the standard two-seat version costs only £659, with tax.

Up to now the Berkeley has used two-stroke engines of 328 c.c. and 492 c.c. The body-chassis unit, which has proved so reliable in the past, is being retained, but the bonnet and air-intake unit have been redesigned and restyled front wings now incorporate 7-in. headlamps. Lucas electrical equipment is now used, including starter motor and generator. The new Berkeley has been put through severe high-speed and endurance tests at the Motor Industry Research Association's proving ground at Lindley, near Nuneaton, and there have also been extensive road tests in the Cotswolds. A production rate of thirty a week is scheduled for next month.

The Royal Enfield engine now being used in the Berkeley is a vertical twin which has been in production for about seven years. A high-performance version of the same unit, developing 50 b.h.p. at 6,250 r.p.m., is also available. For £714, tax included, there will be two versions of the Royal Enfield-engined Berkeley in addition to the standard two-seater: one with a little seat at the back into which two extra passengers can be crowded; and a larger two-seat sports model.

There was much speculation at Geneva about the financial talks which have been going on between Rover and Standard. The general consensus of opinion seemed to be that if, as seems almost certain, the Canadian farm machinery firm of Massey-Ferguson buys Standards' tractor interests, a Standard-Rover merger would be in the best interests of both these British companies. Standards, anxious to fill the vacuum which would be caused by the sale of their tractor interests (which represent about a half of their total production), should easily be able to finance a merger with Rover with the £12,000,000 they are expected to get from Massey-Ferguson. And in this competitive age Rovers could undoubtedly do with the larger financial backing which a tie-up with Standards would give them. They would jointly become the third biggest car-building unit in Britain, next to B.M.C. and Ford, and their respective programmes could continue with little interruption for they are conveniently complementary. Each firm caters for different classes of motorists, and I expect Standards are particularly interested in the Land-Rover, the Solihull firm's bread-and-butter model.

Whatever happens, I hope Rover does not lose its identity as a builder of quality cars. There are all too few British firms left who truly cater for motoring enthusiasts and connoisseurs in the specialist field. One by one these concerns are being squeezed out by economic pressure in an age of quantity production. If Rovers merge with Standards the ranks of the independents will be filled mainly by Jaguar, Rolls-Royce, Armstrong Siddeley, Aston-Martin and Bristol.

A FAST, CHEAP SPORTS CAR: The new Berkeley is powered by a twin-cylinder Royal Enfield engine developing 40 b.h.p. The makers claim a top speed of 100 m.p.h. with a tuned engine. The standard two-seat version costs £659, including tax.

ON SHOW AT GENEVA: At the Swiss Show, the Rover 3-litre created a favourable impression among Continental viewers for its sturdy and conservative appearance. Its engine retains a Rover feature—overhead inlet and side exhaust valves.

A NEW ITALIAN SALOON: The Fiat 1800, announced at Geneva, is the first 6-cylinder car to be built by the great Italian firm since the war. Seating five or six people, the car has a top speed of 87 m.p.h.

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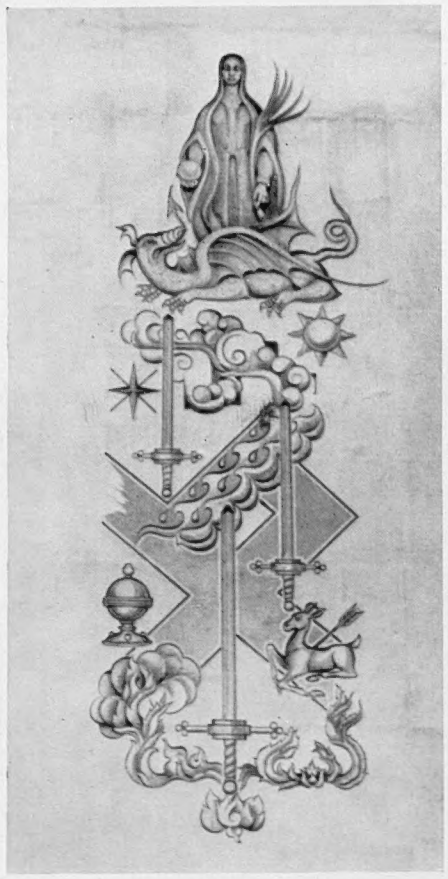
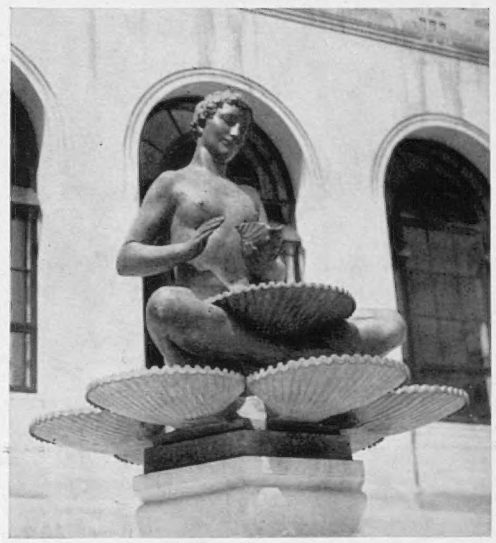


ORNAMENTS FOR THE NEW LONDON

Sculptures Add to the Attraction of Modern Buildings

TWO DESIGNS BY ONE ARCHITECT: *Above*—The sculpture is outside an office in Blackfriars Road, in south-east London. *On left*—A panel on a new block in High Holborn. It shows St. Margaret above a dragon. Both works are by Bainbridge Copnall.



A PAGAN FIGURE NEAR ST. PAUL'S: "The Water Nymph" forms the centre-piece of a fountain outside the new building for the Bank of England, near St. Paul's Cathedral. The sculptor for this work was the late Ernest Gillick.

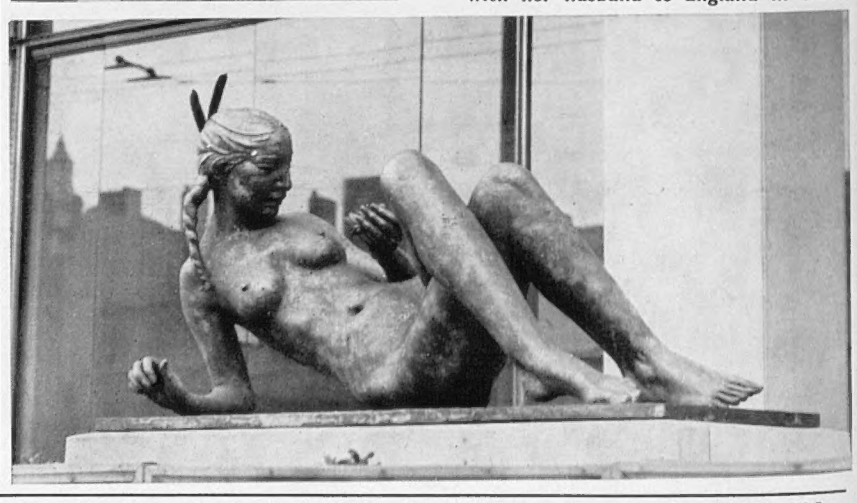
A SYMBOLIC GROUP: The three figures are at the entrance to Newspaper House, a nine-storey building in Great New Street. The group is by Wilfred Dudeney.

On left—

A SIGN FOR A TAVERN: Gog is one of the two figures—the other is Magog—which invite custom to a new public house in Cheapside. The two legendary giants are part of the mythology of the City of London. Gog is shown, according to convention, holding a pole from which hangs a chain holding a globe studded with spikes. The sculptor of the figures is D. Evans.

Below—

THE FIRST AMERICAN VISITOR TO LONDON: "Princess Pocahontas," by David McFall, was exhibited in London last year. It has now been placed outside 25, Bedford Square. The American Indian Princess, who saved the life of John Smith and later married John Rolfe, came with her husband to England in 1616.



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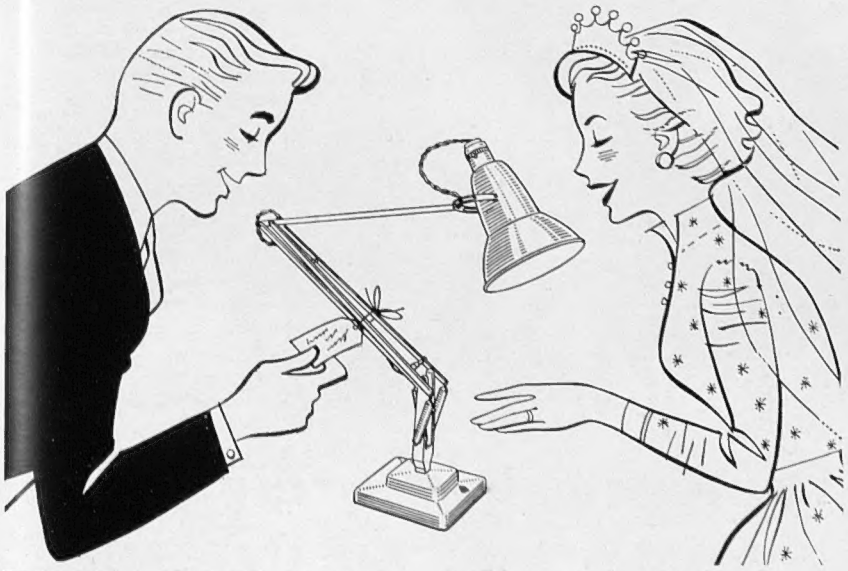

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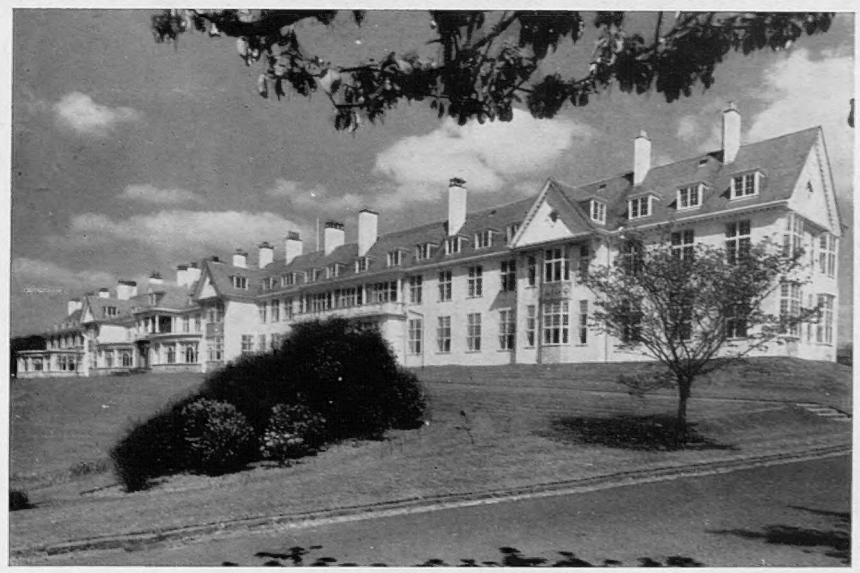

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